

# GRAIN DEALERS' JOURNAL

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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

*HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.*

### ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.\*

### ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

### ATLANTA, GA.

Gregg & Son, J. A., grain, brokrs., grain, hay.\*

### BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers.\*  
Baltimore Pearl Hominy Co., corn pdts.\*  
Blackburn & Co., C. P., grain recvrs., exporters.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., gr'n receivers & expts.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, gr. com. merchants.\*  
Steen & Bro., E., grain receivers and exporters.\*  
Wack & Co., Henry E., grain, hay, feeds.\*

### BEAUMONT, TEX.

Archer Brkg. Co., W. R., grain broker.

### BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.\*  
Hasenwinkle Grain Co., brkrs. of country grain.  
Slick, L. E., grain.  
Worth-Gyles Grain Co., cash and future grain.\*

### BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage, com'n.\*  
Cressey, Fred L., hay, grain, bkg. com.  
Jaquith, Parker, Smith & Co., wheat barley milo.\*

### BUFFALO, N. Y.

Corn Exchange Members.

Armour Grain Co., grain merchants.\*  
Burns, Berend J., grain and feed merchant.  
Burns Grain Co., grain commission.\*  
Churchill Gr. & Seed Co., recvrs., shippers.\*  
Doorty-Elsworth Co., Inc., brokers' commission.\*  
Electric Grain Elevtr. Co., consignments.\*  
Gee-Lewis Grain Co., grain consignments.\*  
Harold, A. W., grain, barley a specialty.  
Irwin, Dudley M., barley.\*  
McConnell Grain Corp., commission merchants.\*  
Kennedy & Co., Chas., wheat a specialty.\*  
Pratt & Co., receivers, shippers of grain.\*  
Taylor & Bournique Co., grain merchants.  
Urmon Grain Co., grain commission.\*  
Whitney & Gibson, consignments.\*

### CAIRO, ILL.

Board of Trade Members.

Antrim & Co., E. S., receivers, shippers.\*  
Halliday Elevtr. Co., grain dealers.\*  
Magee-Lynch Grain Co., grain.\*  
Thistlewood & Co., grain and hay.

### CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.\*  
Gifford-Matthews Co., grain and grain pdts.\*  
King Wilder Grain Co., grain shippers.\*

### CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. E., grain commission mchts.\*  
Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commis'n merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Brennan & Co., John E., grain commission mchts.\*  
Bridge & Leonard, commission merchants.\*  
Carhart Code Harwood Co., grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., commission merchants.\*  
Hales & Edwards Co., grain merchants.\*  
Harris, Winthrop & Co., grain commission.\*  
Hitch & Carder, commission merchants.\*  
Hoit & Co., Lowell, commission, grain and seeds.  
Lamson Bros. & Co., consignments solicited.\*  
Lewis & Co., F. S., grain and provisions.\*  
Logan & Bryan, options, cash grain.\*  
Lowitz & Co., E., grain commission.\*  
McKenna & Rodgers, commission merchants.\*  
Moyer Holbrook & Co., grain commission.\*  
Mumford & Co., W. R., grain, hay, millstuffs.\*  
Norris Grain Co., grain merchants.\*  
Northern Grain & Warehouse Co., grain receivers.  
Paynter, H. M., grain and field seeds.  
Perrine & Co., W. H., grain and commission.\*  
Pope & Eckhardt Co., grain and seeds.  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.

### CHICAGO (Continued).

Regna Bros., wheat a specialty.\*  
Rosenbaum Bros., receivers, shippers.\*  
Rosenbaum Grain Co., J., grain merchants.\*  
Rothchild Co., D., receivers and shippers.\*  
Rothschild Co., Moses, receivers and shippers.  
Rumsey & Company, grain commission.\*  
Sawyers Grain Co., grain commission.\*  
Schiffelin & Co., P. H., commission.\*  
Shaffer & Co., J. C., grain merchants.\*  
Simons, Day & Co., grain merchants.\*  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., C. H., receivers-shippers.\*  
Udlike Grain Co., consignments.\*  
Ware & Leland, grain and seeds.\*

### CINCINNATI, O.

Grain & Hay Exchange Members.

Blumenthal, Max, grain, feed, hay and straw.\*  
Brouse-Skidmore Co., grain, hay, feed.\*  
Early & Daniel Co., grain, hay, feed.\*  
Perin Bros., want corn.\*  
Mutual Commission Co., hay, grain and feed.\*

### CLEVELAND, O.

Grain & Hay Exchange Members.

Balley, E. I., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elevtr. Co., The, recvrs. & shprs.\*  
Lake Shore Elevtr. Co., grain and feed.\*  
Sheets, Clark & Co., grain merchants.\*  
Star Elevtr. Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., recvrs. shprs. hay & grain.\*  
Union Elevator Co., The, grain and hay.\*

### DALLAS, TEX.

E. A. Johnson Co., grain & flour brokers.

### DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.\*

### DECATUR, ILL.

Baldwin & Co., H. L., grain brokers.\*

### DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.  
Best & Co., J. D., buy and sell all grains.\*  
Crescent Flour Mills, The, wheat, corn, oats.\*  
Gallagher Grain Co., grain merchants.\*  
Great Western Alfalfa Mig. Co., alfalfa products.\*  
Denver Elevator. We buy & sell grain & beans.\*  
Hungarian Flour Mills, wheat, corn, oats, etc.  
Kellogg Gr. Co., O. M., recvrs. & shprs.\*  
O'Donnell Grain Co., wholesale grain.\*  
Phebe Grain Co., T. D., wholesale grain.\*  
Scott-George Grain Co., receivers and shippers.\*  
Summit Grn. & Coal Co., wh't. corn, oats, rye, bly.\*  
Thompson Merc. Co., The W. F., wholesale hay.

### DES MOINES, IOWA.

Anderson Co., D. L., grain merchants.  
Bartz & Co., W. H., grain merchants.\*  
Iowa Grain Co., receivers & shippers.\*  
Lockwood, Lee, grain, millfeed broker.  
Marshall-Hall Grain Co., grain commission.  
Mid-West Consumers Grain Co., grain merchants.\*  
Tower, C. A., grain broker.

### DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., corn, oats, rye.\*  
Dumont, Roberts & Co., receivers, shippers.\*  
Huston, C. H., gr., hay comgts. a specialty.\*  
Lichtenberg & Son, oats, corn, hay, straw.  
Simmons & Co., F. J., grain & hay.\*

### FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.\*

### FRANKFORT, IND.

Frank & Co., William, grain brokers.

### GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.

### GREENSBORO, N. C.

Moon-Taylor Co., grain and hay brokers.\*

### GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

### HASTINGS, NEBR.

Elder, Fred W., whlse. grain, hay and mill pdts.\*  
Koehler-Twiddle Elevator Co., grain dealers.\*  
Stockham Grain Co., E., whole grain & feed.\*

### HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.\*

### HUTCHINSON, KANS.

Farmers Co-Op. Com. Co., commission merchants.  
Gano Grain Co., grain merchants.  
Hausman-Bateman & Co., grain buyers and sellers.  
Hayes Grain Co., John, grain merchants.  
Hutchinson Grain Co., grain merchants.  
Kelly Mig. Co., Wm., millers of hard wheat.  
McClure Grain Co., J. E., buyers and sellers.\*  
Pettit Grain Co., L. H., grain merchants.  
Remo Flour Mills Co., millers and grain dealers.  
Rock Milling & Elev. Co., receivers and shippers.  
Russell Grain Co., commission merchants.  
Southwest Grain Co., receivers and shippers.  
The Security Ele. Co., recvrs. shprs. milo, kafir.  
Union Grain Co., grain merchants.

### INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevtr. & Feed Co., receivers and shippers.  
Bingham-Hewett-Scholl Co., grain merchants.\*  
Boyd Grain Co., Bert A., strictly brkg. & com.\*  
Goldberg Grain Co., consignments.\*  
Hayward-Ritch Grain Co., grain commission.\*  
Hill, Lew, strictly commission.\*  
Hoosier Grain Co., consignments only.\*  
Kinney Grain Co., H. E., receiver and shipper.\*  
McCardle-Black Co., grain merchants.  
Minor, B. B., grain consignments solicited.  
Montgomery & Tompkins, receivers and shippers.  
Urmon Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.\*

### JACKSON, MICH.

Bartlett & Co., J. E., feed, grain, salvage.\*  
Stockbridge Elevtr., trk. buyers, sellers, gr. & sds.  
Wagner-White Co., trk. buyers-sellers, grain-feed.

### KANSAS CITY, MO.

Board of Trade Members.

Addison Grain Co., consignments.\*  
Armour Grain Co., grain buyers.\*  
Beyer Grain Co., consignments & mill orders.  
Bruce Bros. Grain Co., consignments.\*  
Clay (Frank B.) Grain Co., hedging—mill orders.\*  
Christopher & Co., B. C., kafir, feterita, milo.\*  
Croysdale Grain Co., grain commission.\*  
Davis Grain Co., A. C., grain commission.  
Denton Kuhn Grain Co., consignments.\*  
Dilts & Morgan, consignments.\*  
Ernst-Davis Grain Co., commission.\*  
Federal Grain Co., receivers, shippers.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Frisco Elevators Co., grain merchants.\*  
Goffe & Carkener, recvrs. and shprs. of grain.\*  
Hall-Baker Grain Co., consignments.\*  
Hinds Grain Co., The, receivers, shippers.\*  
Hipple Grain Co., feterita, kafir, milo.  
Mensendieck Grain Co., consignments.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., receivers & shippers.\*  
Morrison Grain Co., consignments.\*  
Nellis-Witter Grain & Mig. Co., grain & feed.\*  
Norris Grain Co., grain merchants and exporters.\*  
Orthwein Matchette Co., consngts., buying orders.\*  
Parker Corn Co., corn, oats, kafir, milo.\*  
Roehen Grain Co., E. E., consignments.\*  
Root Grain Co., consignments and futures.\*  
Scouler-Bishop Grain Co., consignments.\*  
Shannon Grain Co., consignments.\*  
Stevenson Grain Co., buyers and sellers.\*  
Terminal Elevators, receivers, shippers.\*  
Twiddle-Wright Grain Co., consignments-futures.\*  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., grain commission.  
Western Grain Co., shippers (a specialty).\*

### LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.\*

### LAKE VILLAGE, ARK.

City Feed Co., The, whsl. hay, grain & feeds.

### LITTLE ROCK, ARK.

Board of Trade Members.

Cunningham Commission Co., gr., corn products.\*  
Darragh Company, hay, grain, mixed feeds.\*  
E. L. Farmer Co., brokers, hay, grain, mill feeds.  
Munn-Burrow Brokerage Co., grain, hay, millfeed.\*  
George Niemeyer Grain Co., grain, hay and feed.\*

### LIMA, O.

Pollock Grain Co., buyer grain, hay, straw.\*  
Riddle & Co., T. P., hay and grain.

### LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., recvrs.-shprs. grain.\*  
Callahan & Sons, receivers and shippers of grain.\*  
Edinger & Co., grain, hay, flour.  
Fruechtenicht, Henry, grain, hay, mill products.\*



## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.\*

### MEMPHIS, TENN.

#### Merchants Exchange Members.

Browne, Walter M., broker, commission merchant.\*  
Buxton, E. E., broker and commission merchant.\*  
Davis & Andrews Co., grain dealers.\*  
Hasenwinkle Co., H. J., consignments.\*  
U. S. Feed Co., grain, hay, millfeed.\*

### MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

### MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

### MILWAUKEE, WIS.

#### Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.\*  
Frankie Grain Co., feeds, grain, hay.\*  
Godfrey-Blanchard Co., grain receivers.\*  
Kamm Company, P. C., barley and rye.\*  
Quinn Shepherdson Co., receivers & shippers.\*  
Rankin, M. G., & Co., grain and feed.\*  
Rialto Elvtr. Co., grain receivers and shippers.\*  
Runkel & Dadmun, grain commission.\*  
Taylor & Bournique Co., grain merchants.\*

### MINNEAPOLIS, MINN.

#### Chamber of Commerce Members.

Banner Grain Co., grain receivers.\*  
Benson, Stabeck Co., grain commission.\*  
Cargill Commission Co., grain commission.\*  
Carter, Sammis & Co., grain commission.\*  
Cereal Grading Co., grain merchants.\*  
Chambers-Mackay Co., screenings & mill feed.\*  
Dalrymple Co., William, grain commission.\*  
Davies & Co., F. M., grain commission.\*  
Gee Grain Co., G. E., receivers and shippers.\*  
Getchell-Tanton Co., grain commission.\*  
Godfrey-Blanchard Co., grain receivers-shippers.\*  
Gould Grain Co., receivers and shippers.\*  
Hankinson & Co., H. L., grain commission.\*  
Lewis & Co., Chas. E., consignments.\*  
Malinquist & Co., C. A., receivers & shippers.\*  
Marfield Grain Co., grain commission.\*  
McCaull Dinsmore Co., consignments solicited.\*  
Poehler, H., & Co., grain commission.\*  
Quinn-Shepherdson Co., receivers and shippers.\*  
Scroggins Grain Co., corn and oats.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Welch Co., E. L., mill oats & screenings.\*  
Woodward Newhouse Co., grain merchants.\*  
Zimmerman, Otto A., barley and oats my specialty.\*

### NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.\*

### NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.\*

### NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwarders.\*

### NEW YORK CITY.

#### Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters.\*  
Brainerd Commission Co., consignments.\*  
Blake, Thomas M., buyers—quote us.\*  
Jones & Co., M. B., buyers—quote us.\*  
Knight & Company, commission merchants.\*  
Morey, L. A., grain.\*  
Schwartz & Co., B. F., commission merchants.\*  
Therrien, A. F., broker.\*

### NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.\*

### OKLAHOMA CITY, OKLA.

#### Grain Exchange Members.

Cherokee Grain Co., grain merchants.\*  
Cozert Grain Co., C. B., grain merchants.\*  
Conyers Grain Co., grain merchants.\*  
Dustin Grain Co., grain, feed, seeds.\*  
Langenberg Bros. Grain Co., grain merchants.\*  
Maney Export Co., grain merchants.\*  
Marshall-Jacobson Grain Co., grain, feed, seeds.\*  
Mid-West Grain Co., grain merchants.\*  
Oklahoma Export Co., grain commission.\*  
Okla. City M. & E. Co., grain merchants, millers.\*  
Rutledge Grain Co., commission merchants.\*  
Perkins Grain Co., W. L., commission merchants.\*  
Polson & Co., C. A., commission merchants.\*  
Stinnett Grain Co., grain merchants.\*  
Stowers Grain Co., W. B., commission merchants.\*

\*Member Grain Dealers National Association.

### OMAHA, NEBR.

#### Grain Exchange Members.

Adams-Whyte Grain Co., consignments.\*  
Beal Commission Co., consignments a specialty.\*  
Butler Welsh Grain Co., grain merchants.\*  
Cope & Kearney, grain commission.\*  
Crowell Elevator Co., receivers, shippers.\*  
Dawson Grain Co., grain merchants.\*  
Holmquist Elevator Co., receivers and shippers.\*  
Kern Co., brokers and commission merchants.\*  
Maney Grain Co., The, consignments.\*  
Merriam Commission Co., consignments.\*  
Miller Wilson Grain Co., receivers and shippers.\*  
Nye Schneider Fowler Grain Co., consignments.\*  
Omaha Elevator Co., receivers, shippers.\*  
Roberts Grain Co., Geo. A., grain merchants.\*  
Rothschild Grain Co., corn and oats.\*  
Stockham Grain Co., E., commission merchants.\*  
Trans-Mississippi Grain Co., receivers and shippers.\*  
United Grain Co., grain commission.\*  
Uplike Grain Co., consignments.\*  
Vanderslice Lynds Co., consignments.\*

### PEORIA, ILL.

#### Board of Trade Members.

Bartlett Co., S. C., grain commission.\*  
Buckley & Co., grain and seeds.\*  
Cole Grain Co., Geo. W., receivers and shippers.\*  
Conover Grain Co., E. B., grain commission.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.\*  
Grier & Co., T. A., grain commission.\*  
Harwood-Young Co., grain commission.\*  
Luke Grain Co., grain commission.\*  
McFadden & Co., G. C., consignments.\*  
McCreary & Son, J. A., wheat, corn, oats.\*  
Miles, P. B. & Son, C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Turner Hudnut Co., receivers and shippers.\*  
Tyng Grain Co., commission merchants.\*  
Warren Commission Co., consignments.\*

### PHILADELPHIA, PA.

#### Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., Fzl., flour, grain, feed.\*  
Lemont & Son, E. K., hay, grain, millfeed.\*  
Miller & Sons, L. F., grain, seeds, hay.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Smith, Monroe A., grain and feeds.\*  
Taylor & Bournique Co., grain merchants.\*  
Young & Co., S. H., wheat, corn, oats.\*

### PITTSBURGH, PA.

#### Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.\*  
Geld & Leubin, grain and hay.\*  
Hardman & Heck, grain, hay, millfeed.\*  
Heck & Co., W. F., grain, hay, millfeed.\*  
Herb Bros. & Martin, grain and hay.\*  
McCague, R. S., grain, hay.\*  
Taylor & Bournique Co., grain merchants.\*  
Walton Co., Samuel, grain and hay.\*  
Young & Fisher, brokerage and commission.\*

### PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

### PORTLAND, ORE.

Albers Bros. Mfg. Co., millers and exporters.\*  
Globe Grain & Mfg. Co., grain, hay and feed.\*  
Kerr, Gifford & Co., Inc., grain exporters.\*  
Northern Grain & Warehouse Co., grain exporters.\*  
Pacific Coast Elevator Co., grain.\*  
Pacific Grain Co., grain exporters.\*  
Ryer Grain Co., wheat, corn and oats.\*  
Stephens-Smith Grain Co., grain and bag dealers.\*  
Tri-State Terminal Co., general grain and bags.\*

### PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay and feed.\*

### RICHMOND, VA.

#### Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

### SAGINAW, MICH.

Smith-Connor Hay & Grain Co., hay and grain.

### SEATTLE, WASH.

Albers Bros. Mfg. Co., millers and exporters.\*  
Lilly Co., The Chas. H., seed merchants.\*  
Pacific Grain Co., grain exporters.\*  
Ryer Grain Co., wheat, corn and oats.\*  
Tri-State Terminal Co., general grain and bags.\*

### ST. JOSEPH, MO.

#### Grain Exchange Members.

A. J. Elevator Co., buyers and shippers.\*  
Geiger Grain Co., commission merchants.\*  
Gordon Commission Co., T. P., gr. dealer and broker.\*  
Great Western Grain Co., buyers and sellers.\*  
Holdridge Grain Co., receivers and shippers.\*  
Aunt Jemima Mills Co., A. J., hominy feed.\*  
Marshall Hall Grain Co., consignments solicited.\*  
McKee Lindley & Dunn Grain Co., commission.\*  
Mid-West Grain Co., pure soft wheat.\*  
Sloan Simmons Grain Co., consignments.\*  
St. Joseph Hay & Grain Co., grain merchants.\*

### ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.\*  
Brockman & Co., Arthur, grain commission.\*  
Dreyer Commission Co., feeding stuffs, grain, seeds.\*  
Elmore Schultz Gr. Co., receivers and shippers grain.\*  
Goffe & Carkner Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.\*  
Ichtertz & Watson, grain, seeds and hay.\*  
Marshall Hall Grain Co., grain commission.\*  
Mason Hawpe Grain Co., grain merchants.\*  
Langenberg Bros. Grain Co., grain commission.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain and grass seed.\*  
Tensdale Com. Co., J. H., receivers and shippers.\*  
Toberman, Mackey & Co., grain, hay, seeds.\*  
Turner Grain Co., grain commission.\*

### SIoux CITY, IOWA.

#### Board of Trade Members.

Button Co., L. C., grain commission.\*  
Bailey, Walter H., grain merchants.\*  
Flenley Grain Co., grain and commission.\*  
King Elevator Co., receivers and shippers.\*  
McCaull Dinsmore Co., commission.\*  
McCaull Dinsmore Co., all kinds of grain.\*  
Quinn-Shepherdson Co., grain commission.\*  
Rumsey & Co., receivers of consignments.\*  
Slaughter Burke Grain Co., receivers, shippers.\*  
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**Corn, Oats, Mill Feed**

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# Receipts Count

Since January 1, 1919, MILWAUKEE Receipts were:

Wheat . . .	5,730,150 bushels
Corn . . .	5,603,726 "
Oats . . .	20,379,650 "
Barley . . .	15,720,350 "
Rye . . .	3,527,430 "

**Total, 50,961,306 bushels**

What is more indicative of a market's success than its receipts?

Any of these Chamber of Commerce members can easily prove to you that MILWAUKEE is your logical market.

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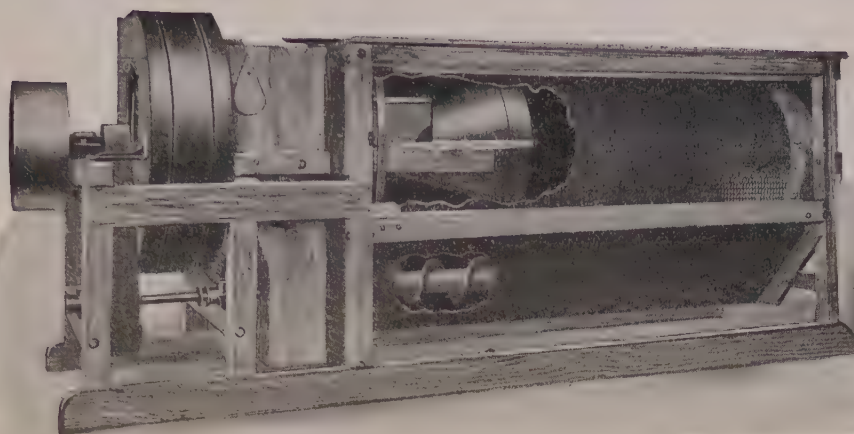
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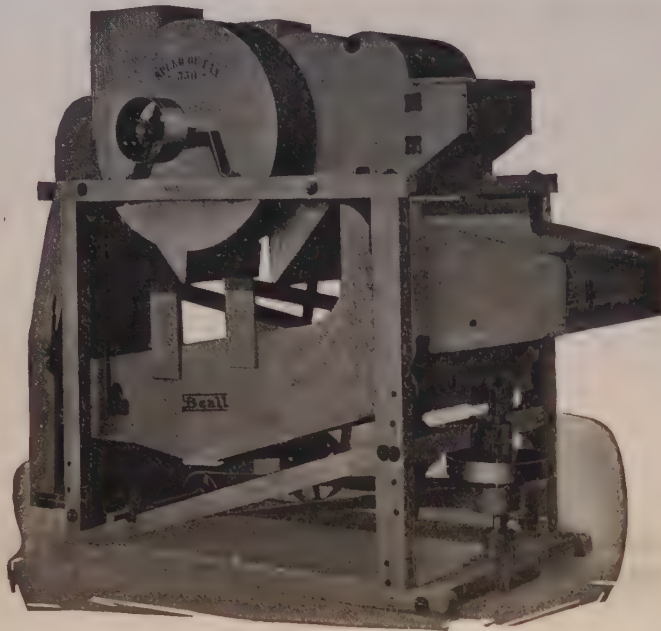
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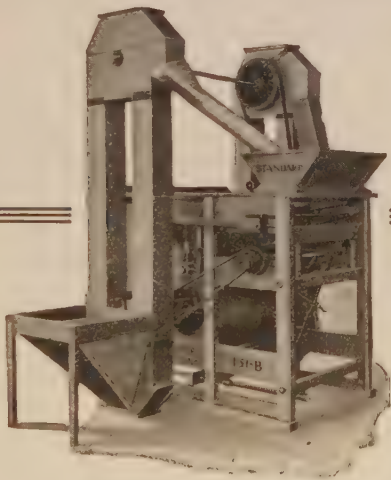


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(2 ton—3½ ton—5 ton)

Put it into your hardest service, side-by-side with the truck or trucks that you now consider to be the "best." Keep a careful record of its ton-mile performance, all costs counted.

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We chose the safe way—analyzing all modern trucks and studying the features that gave the most satisfactory service under the most exacting conditions.

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And our financial burden is light, as we need provide for dividends on a relatively low capitalization.

For, our Company is, in a large sense, a community enterprise, in which the dominant purpose is to build a vast industry that will ultimately bring thousands of skilled workers to Sullivan County, Indiana, by making this county not only the home of "America's Greatest Truck;" but of America's Greatest Truck Company.

OUR Directors and Stockholders, include 500 wealthy farmers, stock-men, coal mine owners, proprietors of natural gas and oil properties and the leading business and professional men of the City and County of Sullivan, Indiana.

They realized that the way to build a great industry, quickly is to give truck buyers more for their money than they can secure in any other truck at any price. And, that, by building, in very truth—

## "America's Greatest Truck"

and sacrificing their own immediate profits, as investors, they will all share in the permanent benefits of enlarged home markets for their products.

Every buyer of a **MUTUAL TRUCK**, therefore, gets the benefit of a county's ambition to make Sullivan the home of an industry that will soon cover acres of busy buildings.

Send for circular giving the super-specifications on which we base—and prove—our claim.

**MUTUAL TRUCK COMPANY**  
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### Regular Equipment

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"Weather-tite," easy-seat cab, worth at least \$150 extra.

Over-size pressed steel frame.  
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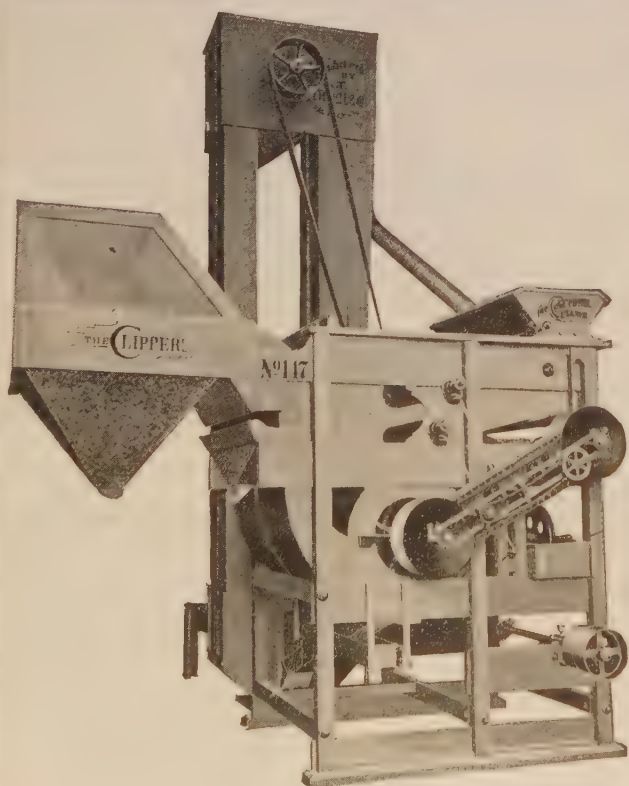
## When Equipping New or Rebelting Your Elevator

Investigate and Buy “Hamilton Made” Rubber Belts. There are two standard brands: INVINCIBLE for Cleaners, Shellers, Clippers, Separators, Feed Mills, Car Pullers, Engine and Motor Drives. LAKEWOOD for Legs and Conveyors. *Write for particulars.*

**HAMILTON RUBBER MFG. CO., 218 No. Wells Street, CHICAGO**

**FACTORIES: Trenton, N. J.**

**BRANCHES: New York and Philadelphia**



## No. 147 “Clipper” Cleaning Elevating and Sacking Outfit

This machine is equipped with our Traveling Screen Brushes which positively keep the screen perforations from clogging. It has settling chamber and dust sack for taking care of dust, light chaff, shrunken grain, etc. It has a double set of elevator heads, boots and legs. One set of elevators receives the Seed or Grain, elevates and discharges it into the feed hopper of the Cleaner. The other set elevates and sacks the cleaned seed or grain.

The Air Blast from the fan is absolutely controlled by the Variable Air Regulator with which we equip each of these machines. This enables us to make the most perfect air separations. In addition we give you the best selection of screens from the largest variety of perforated zinc and woven wire screens to be found anywhere.

*Catalog and price list showing our full line on request.*

**A. T. FERRELL & CO.**

-

**Saginaw, W. S., Mich.**





# Conveyor Belts

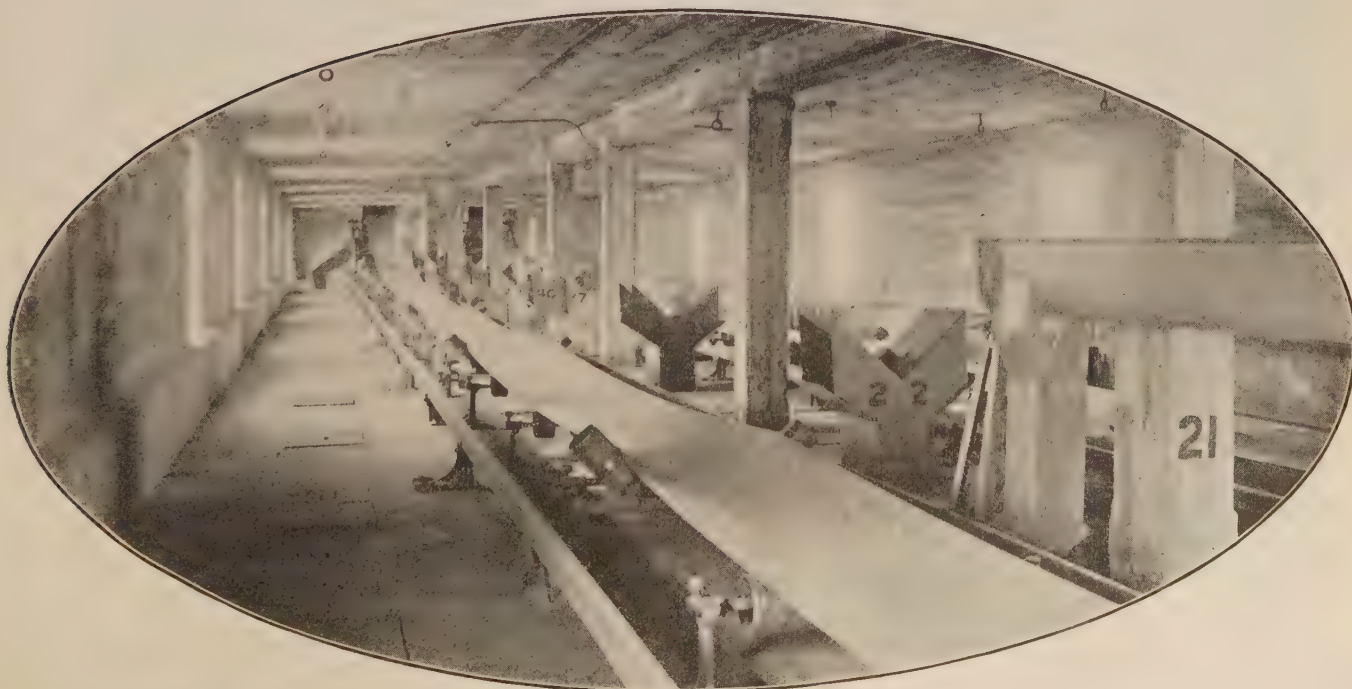
## GRAINSTER

GRAINSTER — like every United States Rubber Company Conveyor or Elevator Belt — is built for the particular work it must perform.

Backed by the combined experience of five rubber belt factories, which manufactured the first belts ever produced for handling grain, GRAINSTER Conveyor Belts and GRAINSTER Elevator Belts meet every condition of service in the modern elevator.

GRAINSTER represents a distinct achievement in grain belts.

**United States Rubber Company**







## HOW MANY TRIPS

to the top of your elevator do you make in the course of a year? Make an estimate, and then figure the amount of time and energy you are wasting if your house is not fitted with an easily and cheaply operated manlift.

## The CONSTANT SAFETY MANLIFT

will eliminate this waste—and it will make the elevator and the elevator operator more efficient in every way. It is the easiest and cheapest operated manlift on the market, and the safest as well. The sheave over which the rope operates is fitted with ball bearings; the brakes are adjustable and positive in their action, and they work independently of each other. All material is carefully selected for the work it is to perform.

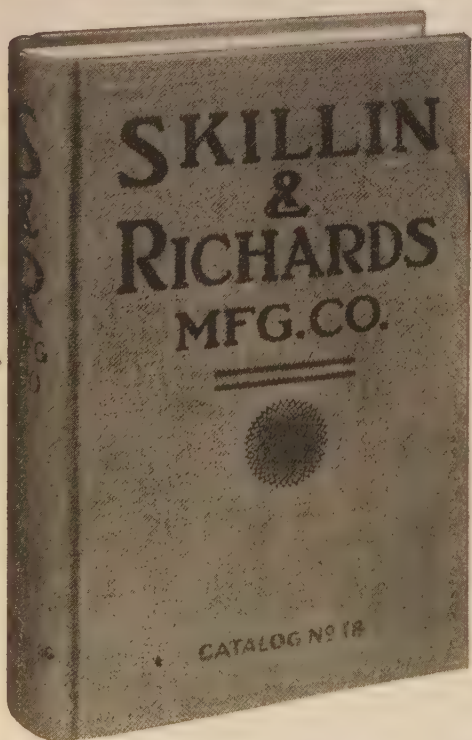
*A manlift reduces the insurance rate.*

Ask for our catalog of elevator machinery.

**B. S. CONSTANT MFG. CO.**

BLOOMINGTON, ILL.

## Be Sure Your Equipment Will Handle the Crop



WITH THE BIGGEST CROP in history in sight it is necessary for every elevator manager to be prepared.

There are ways of increasing your capacity:

- You can speed up your machinery.
- You can use larger buckets.
- You can enlarge your loading spouts.
- You can improve your dumps, etc.

Let us figure with you on such problems.

Our Catalog tells all—It is FREE.

**Skillin & Richards Mfg. Co., 4516-60 Cortland St., Chicago**

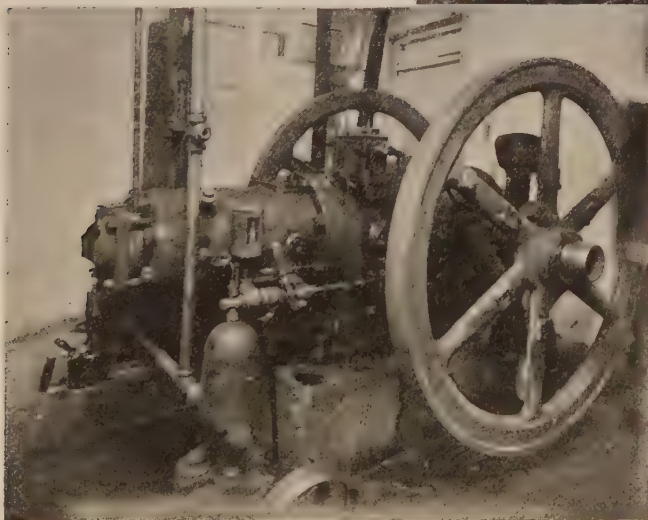


## ***The Stanford Elevator Now Gets Power From Low-Priced fuel Oils***

by using a Fairbanks-Morse  
20 H. P. "Y" Oil Engine.

"We consider it first class in all respects" says Wm. H. Springer, Manager of the Stanford Grain Company. "We only use about one-half as much coal oil as we did gasoline with other makes of engines, and have no bother with it in any way since installed."

"Y" oil engines—10 H. P. to 200 H. P. — give unfailing power from a wide variety of low priced fuel oils. Guaranteed by Fairbanks-Morse Quality.



Simple in construction — practically automatic in operation and regulation—no carburetors, valves, batteries, mixers, timers, igniters, magnetos, switches or spark plugs.

Special quick-starting device; air seal prevents oil from being blown out of bearings; positive lubrication; sensitive governor. No hot bulb—no water injection.

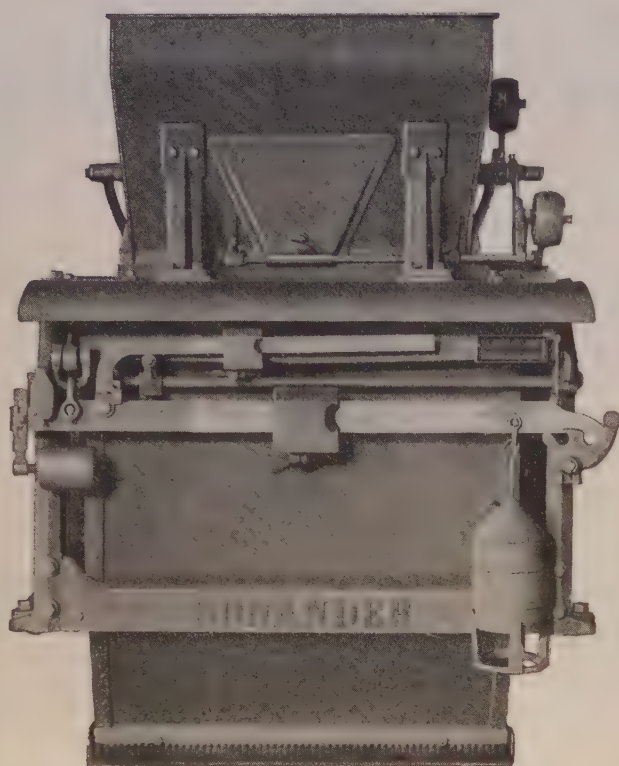
# **Fairbanks, Morse & Co.**

MANUFACTURERS CHICAGO

*Engines - Pumps - Motors - Hoists - Air Compressors - Fairbanks Scales - Sheffield Motor Cars - Stand pipes - Coalin<sup>g</sup> Stations - Etc.*



# Weigh Accurately



The whole object of weighing is to know accurately the quantity; and any such system is useless, unless it will determine this minutely and definitely. Science and mechanical practice has demonstrated that for this purpose, the scale lever is the best for determining the fractions of pounds, and this is the principle of the

## Howe-Sonander Automatic Scale

When buying a scale be sure to inquire and investigate this scale. Its simplicity and accuracy will suit your every purpose, and save money for you. Any of the offices below will be glad to give you complete information. Address the one nearest you.

### Howe Scale Co. of Illinois

CLEVELAND, OHIO, 1424 W. 9th St. Henry Vogel, Mgr.  
CHICAGO, ILL., 1315 So. Wabash Ave. O. B. Main, Mgr.  
ST. LOUIS, MO., 512-514 St. Charles St.  
KANSAS CITY, MO., 1510 Main St. W. C. Peak, Mgr.  
For Washington, Oregon and Idaho Business, Address  
Pacific Scale & Supply Co., Wm. Schweizerhof, Mgr., 46 Front St.,  
PORTLAND, ORE., or 546 1st Ave. So., SEATTLE, WASH.

## MORE HUMPHREY SERVICE BELT ELEVATORS



than ever before are being installed all over the world.

### SAVES--TIME--MEN--MONEY

A necessity in any mill or elevator with two or more floors. Quickly conveys men and sacks of grain or flour from one floor to another.

**SPEEDS UP PRODUCTION,** enabling your men to do more work in the same time without useless waste of energy.

Write for Bulletin D-5 giving detailed information why the "Humphrey Endless Belt Route" means bigger profits to the owner.

If not made by Humphrey Elevator Co. it is not a "Humphrey."  
The original standard belt man lift for 30 years.

**HUMPHREY ELEVATOR CO.,** Sole Manufacturer  
Fairbault, Minnesota

## Purchase and Sale Contracts

is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his Purchases and Sales and determine almost instantly, whether he is long or short.

Separate pages are devoted to each kind of grain, thus simplifying the recording of each contract. This form covers facing pages, the left hand pages being devoted to a record of contracts for—Purchased, under which the following information is entered: "Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks."

The right hand pages provide spaces for a record of contracts for—Sold as follows: "Date, To Whom, Bushels, Grade, Shipment, Price, By Whom, How and Remarks."

Do not attempt to do business without keeping this record. It requires only a few minutes work each day and may prevent large losses with the present unstable conditions of the market.

The book contains 80 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in full tan canvas.

Order Form 18 P & S, price \$2.25 per copy

**GRAIN DEALERS JOURNAL**  
315 South La Salle St. Chicago, Ill.





**"MILCOR"**  
FIREPROOF

## Elevator Roofing and Siding

Will guard your elevator or other buildings from firebrands, locomotive sparks, etc. Also effective protection from the deteriorating effects of sun and rain.

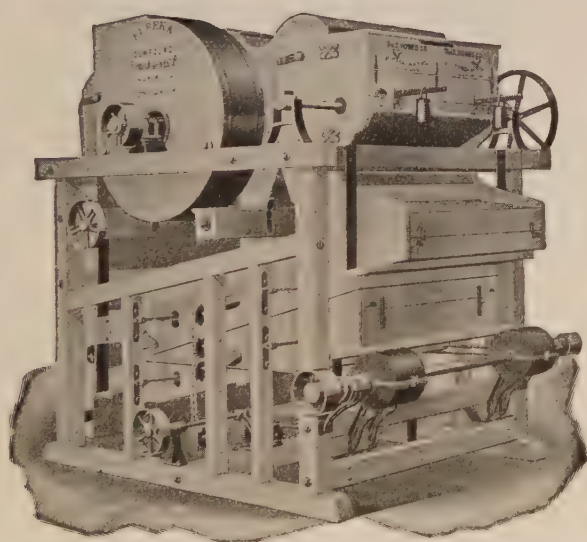
Corrugated Roofing  
Pressed Standing Seam  
Self-Cap Roll Roofing  
Kuehn's Lock Seam  
Old Style Double Seam  
Roll and Cap Roofing  
Certified Pressed Standing Seam



**Milwaukee Corrugating Co.**  
MILWAUKEE, WIS.

Branch at  
Kansas City, Mo.

Minneapolis Sales Office  
929 Lumber Exchange



From a purely  
"RESULTS-DELIVERED"  
standpoint no machine  
quite compares with the  
"SERVICE-FULL"  
"EUREKA"

It's a really-truly worth-more



**GRAIN CLEANER**



MAY WE SEND YOU COPY OF OUR NEW BOOK (No. 75)?

**S. HOWES COMPANY, Inc.**  
SILVER CREEK, N. Y.

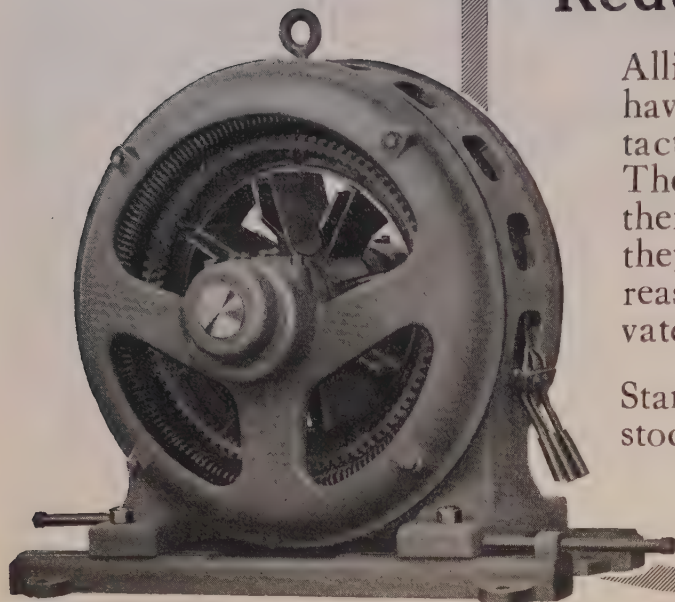
REPRESENTATIVES:

William Watson, 415 Western Union Bldg., Chicago, Ill.  
J. E. Gambrill, 749 E. Church St., Marion, Ohio  
J. Q. Smythe, 3951 Broadway, Indianapolis, Ind.  
F. E. Dorsey, 4015 Prospect Ave., Kansas City, Mo.  
Chas. A. Barnard, 415 Lewis Bldg., Portland, Ore.

*Ask someone who owns one*



## Reducing the Fire Risk



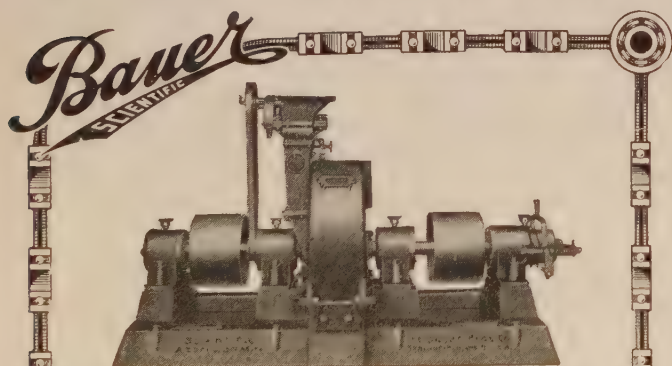
Allis-Chalmers Type "AN" motors have no brushes or other sliding contacts and are entirely free from sparking. Their simple and rugged construction, their reliability and the ease with which they can be operated are additional reasons for their extensive use in elevators and mills of all sizes.

Standard ratings can be shipped from stock.

*Send for Bulletin 1087-B.*

# ALLIS-CHALMERS

MILWAUKEE, WIS. U. S. A.



Belt Driven Mill; can be furnished for Motor Drive if desired.

## BAUER "SCIENTIFIC" ATTRITION MILLS

### For Better Grinding

Thoroughly up-to-date in every respect, these mills assure you a uniform product; smooth, soft and in every way desirable as a feed meal. The perfect tram of the grinding plates insures absolutely uniform work.

The design of the plates not only makes far better grinding, but maximum capacity per horse power hour can be obtained. Plates bearing our trademark produce the greatest possible output of work at the lowest cost.

Better, more uniform product, large capacity, low power and lubricating cost—these are outstanding features of Bauer "Scientific" Mills.

Catalog and full information gladly sent on request.

## THE BAUER BROS. CO.

506 Bauer Bldg.

Springfield, Ohio, U. S. A.

SCIENTIFIC

## WHAT DO YOU NEED

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Gravity Cleaner
Attrition Mill	Lightning Rods
Bags and Burlap	Manlift
Bearings { Ball	Moisture Testers
{ Roller	Oat Bleachers
Belting	Oat Clipper
Boots	Painting or Repairing
Buckets	Portable Elevator
Car Liners	Power { Gas Engine
Car Loader	{ Kerosene Engine
Car Mover	{ Motors
Car Puller	Power Shovel
Car Seals	Sample Envelopes
Cleaner	Scales
Clover Huller	Scarfing Machine
Conveying Machinery	Self Contained Flour Mill
Distributor	Separator
Dump	Sheller
Dump Controller	Siding-Roofing { Asbestos
Dust Collector	{ Steel
Elevator Leg	Silent Chain Drive
Elevator Paint	Spouting
Feed Mill	Storage Tanks
Fire Barrels	Testing Apparatus
Grain Driers	Transmission Machinery
Grain Tables	Transmission Rope

or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

## INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago



# SUCRENE FEEDS

## *The Feeds That Nourish The Stock*

### Bring Repeat Orders

Almost any feed can be sold to some stock raisers **ONCE**.

Sucrene Feeds are the "Come-Back-For-More" Feeds, because the quality is always there.

You have Sucrene reputation pulling for you all the time—the reputation that's based on 19 years of recognized leadership—more firmly established in the good will of the stock feeding world today than ever before.

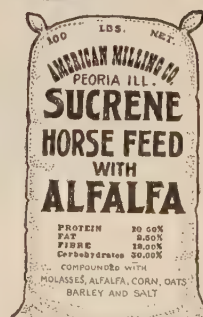
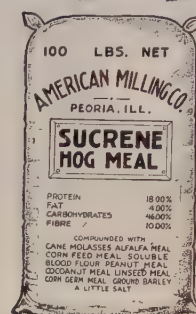
### The Till Tells the Tale

Keep your mind's eye on the Sucrene Line. In the near future our big new mill—larger, more modern, than the one destroyed by fire recently—will turn out Sucrene Feeds of standard quality which will be offered to the trade at money-making prices. Due announcement will be made to the trade.

Send in your orders for Sucrene Poultry Scratch Feeds. We fill orders promptly on the full line. Address Main Office, Peoria, Ill.

### American Milling Company

Main Office and Mills - - Peoria, Ill.  
Southern Mill - - - Owensboro, Ky.





**A**S PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

## New York Belting & Packing Co.

91-93 Chambers Street  
NEW YORK

124-126 W. Lake Street  
CHICAGO, ILL.

2d Ave. N. and 3d Street  
MINNEAPOLIS, MINN.

218-220 Chestnut Street  
ST. LOUIS, MO.



## Seedsman, Listen:

Emerson Wheat Testers or Kickers make an absolute perfect separation of oats from wheat—eliminates all guess work, all disputes between buyer and seller are settled on the spot.



Farmers prefer to buy and sell where the test is made with the Emerson. The Government laboratories and inspection depots of the U. S. Grain Standardization Department are equipped with over 100 Emerson Testers. Over 10,000 of these machines in use. We make larger sizes that also make a perfect separation of oats from wheat. Write for pamphlet giving full description and unsolicited comments.

**W. H. EMERSON & SONS**

DETROIT, MICH.

WINDSOR, ONT.

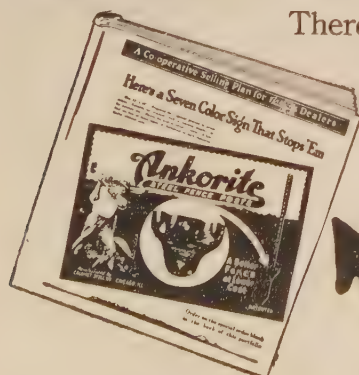
## Here's a Steel Post With a REAL SALES PLAN Behind it

**Ankorite**  
STEEL FENCE POSTS

### "A Smashing, Red-Blooded, Co-operative Selling Plan for Ankorite Dealers"

**T**HAT'S the title of a 12 x 12-inch twenty-four-page three-color Prospectus just off the press—and you'll find that every page backs up the title.

If you'd like to receive the most practical, most convincing, most liberal co-operative sales plan that has ever come to your desk, get this book! It will show you how the Calumet Steel Company "goes the limit" with its dealers, and if you'll put the plan to work for you, it will enable you to sell posts as you never sold them before.



There never has been a time when Ankorite sales came so easy—but you'll have to act quick to get your share of the fall business. Hundreds of farmers are writing to learn where they can buy Ankorite Steel Drive Posts, and we'll gladly refer to you all inquiries from your territory just the moment you're in position to take care of them.

Ankorite Steel Drive Posts are right, the time is right, and this big co-operative sales plan is a whirlwind. Write for it.

**CALUMET STEEL CO.**

208 So. La Salle St., Dept. 9

Chicago, Ill.

*Your Prospectus is  
ready for you.  
Write for it.*



# Reduce Grain Fire Hazards



*Illustration shows six Lansing Tile Bins owned by the Chilhowie Milling Company of Chilhowie, Virginia.*

Grain stored in Preston-Lansing Tile Grain Bins is *safe*. Vitrified tile cannot burn—it is fire-proof, rat-proof and moisture-proof.

## Preston Lansing Tile Grain Bins

are indestructible! The tile blocks fit together in "ship-lap" formation, bracing tile against tile. The deep grooves at top and bottom of each block provide an extra thick layer of cement. This arrangement, with the special twisted steel reinforcement between each row of blocks, withstands any strain from the weight of the grain or wind pressure. The first outlay is your only expense—year-in-year-out service makes Lansing Tile Bins cheapest in the long run. They last indefinitely without upkeep or repairs.

*Write for our Catalog and Prices.*

**J. M. Preston Company, Dept. 418, Lansing, Michigan**

*Also get our offer on Climax Silage Cutters and Bidwell Threshers*

## CONFIRMATION BLANKS Simple-Complete-Safe

If you would avoid trade disputes, and differences and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs one and returns the other.

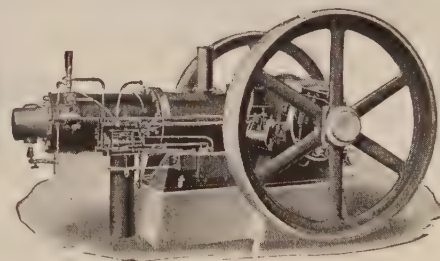
This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate, bound with pressboard and wire stitched, size 5½x8".

Order form No. 6 CB, Price 90 cts.

**GRAIN DEALERS JOURNAL**  
305 S. La Salle Street  
CHICAGO



## Real Power—

the kind that you can depend upon at all times is the kind of power you want. And you want this kind of power as cheap as you can get it. The MUNCIE OIL Engine for many years has been giving satisfactory service in hundreds of country elevators. It should be in yours. Here are a few

### Reasons Why

Lower Fuel Cost	Steadier Power
Closer Regulation	Greater Reliability
No Shut-downs	Fewer Repairs
More Power	Lower Upkeep

*Write for proof of facts.*

**MUNCIE OIL ENGINE CO.**  
518 JACKSON STREET MUNCIE, IND.



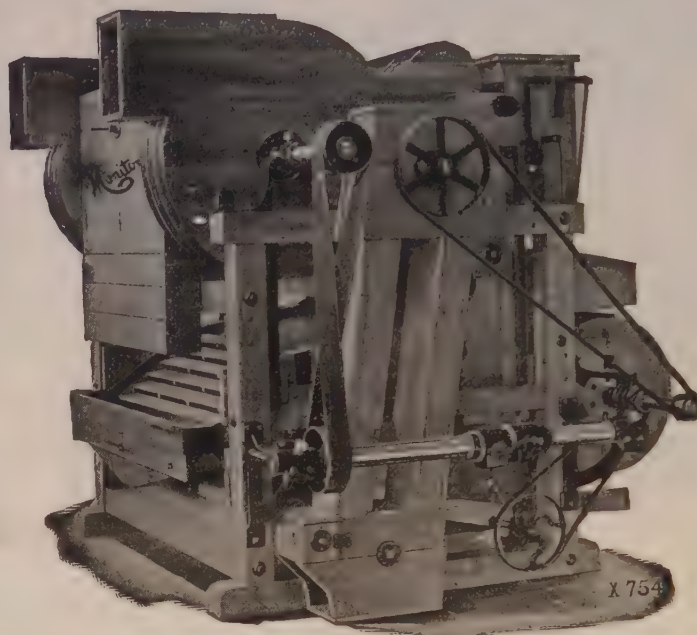
Monitor

## Northwestern Separator

Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

**HUNTLEY MFG. CO.**

Silver Creek, N. Y.



X 754



**This Paint  
Is  
Cheapest  
In The End**

A paint like Dixon's Silica-Graphite Paint gives better protection for a longer period of time than ordinary paint. That's one reason.

The longer the paint lasts the less often you have to employ painters. This, perhaps, is the greatest advantage you derive from using a high grade paint. For the biggest item of expense in any painting job is the labor.

So there is a double economy resulting from the use of Dixon's Silica-Graphite Paint. Thorough-going protection for all metal work, smokestacks included, and enormous saving in the labor-cost for painting. This paint has some remarkable records of long service to its credit. It is being used exclusively in all parts of the world and in all industries.

Write for Booklet No. 15-B and see how much better satisfied you will be by using Dixon's Silica-Graphite Paint.

A sample copy of "GRAPHITE" published monthly in the interest of Dixon's Graphite Products and their uses, will be sent free to those requesting.

Made in Jersey City, N. J., by the  
**JOSEPH DIXON CRUCIBLE COMPANY**

ESTABLISHED 1827.

## TORSION BALANCE

Corn Grading  
Grain Moisture  
Bean and Seed Testing Scales  
Special Scales for Special Purposes



Style No. 6000  
Corn Grading Balance

## Torsion Balances

— have —  
No Knife-edges—No Friction—  
No Wear—No Concealed  
Bearings

Used by U. S. Dept. of Agriculture, Testing Stations, Grain Elevators, Seedsmen, Commission Houses and Boards of Trade.

WRITE FOR SEED PAMPHLET

## Torsion Balance Co.

MAIN OFFICE      Factory  
92 Reade St.      147 8th St.  
New York, N. Y.      Jersey City, N. J.  
Pacific Coast Branch  
49 California St., San Francisco, Cal.

## Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 . . . Price, \$ 2.00

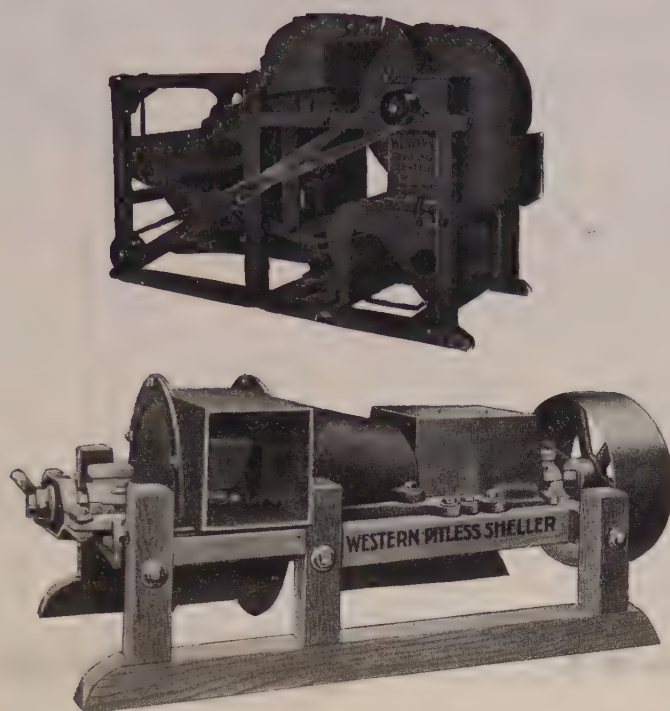
GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.

—FIRST IN NEWS!  
—FIRST IN ENTERPRISE!  
—FIRST IN ADVERTISING!  
—FIRST IN CIRCULATION!

The Grain Dealer's Journal





## ELEVATOR MACHINERY

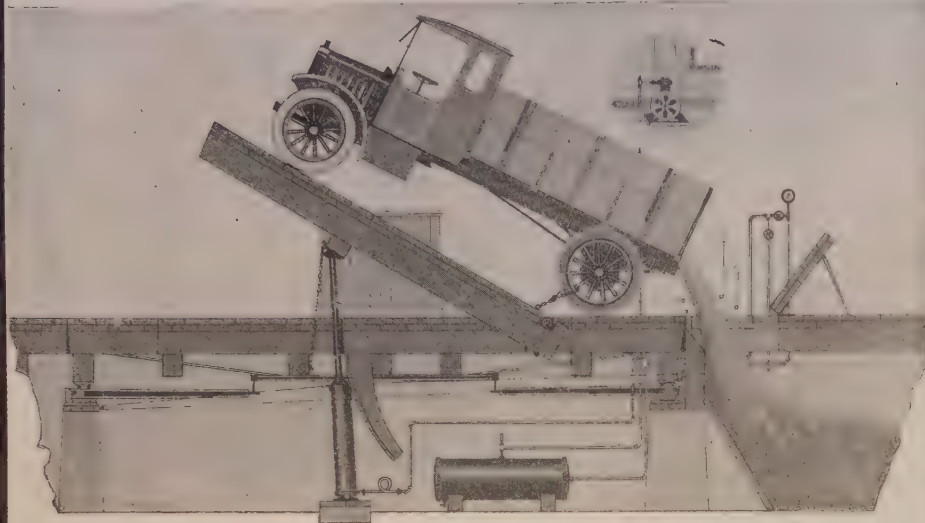
The "Western Line" comprises everything needed to make an Elevator efficient and successful. We manufacture all necessary equipment, and anticipate fully the requirements of the trade. If your plant is fitted with "Western" machinery there is little fear of difficulty, but whenever things go wrong this is the house to supply you. We employ a large force of expert engineers and have spent a lifetime studying the needs of Elevator requirements. All our facilities are at your disposal.

Forty years of continuous service and satisfaction have given the "Western" line a reputation for reliability and performance that to us is as good as a copyright. Whenever equipment is wanted in a hurry we are at our best, and if you've the slightest idea of remodeling or repairing, get in touch with us at once. You should have our new catalog for quick references, and always think "Western" when in need of any elevator equipment.

## UNION IRON WORKS, Decatur, Ill.



—it dumps auto-trucks  
—it dumps wagons



*Globe Combination Auto Truck & Wagon Dump*  
SIMPLE - RELIABLE - PRACTICAL  
(SPENCER PATENTS FEB. 1919)

By simply shifting the tilting power cylinder you can raise the forward or auto-truck section or the rear wagon section—no waste of time. Raising and lowering under perfect control of operator at inlet and outlet air valves. Air tank and compressor can be located anywhere out of the way.

Remember this is the only dump that fits any make, size or type of scale and dumps auto-trucks, wagons or sleds. Write for illustrated literature.

Manufactured by  
*Globe Machinery and Supply Co.*  
Des Moines, Ia.

## Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its pages of linen ledger paper, size, 8½x13¾ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners.

Form 43—200 Pages, \$2.50

Form 43XX—400 Pages, \$4.00

**Grain Dealers Journal**

305 So. La Salle St., CHICAGO, ILL.

## Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

**J. B. EHRSAM & SONS MFG. CO.**  
ENTERPRISE, KANSAS

## OTTO GAS and GASOLINE ENGINES

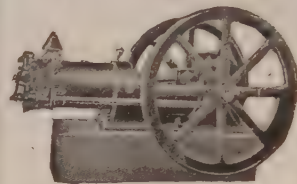
do away with the boiler plant and its expensive labor.

Then too, "OTTOS" do twice the work for the same volume of fuel—Gasoline and similar fuels have greater heat value than coal.

Full engineering data and other information will show you why over 100,000 "OTTOS" are now in use.

WRITE TODAY!

**OTTO ENGINE MFG. COMPANY**



3219 Walnut  
Street  
Philadelphia,  
Pa.

15-17 So.  
Clinton St.  
Chicago, Ill.

## IF U NU

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

**GRAIN DEALERS JOURNAL**  
LA SALLE ST., CHICAGO.

Advertising must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.





EMIL ROTHSCHILD  
PRESIDENT

ABE ROTHSCHILD  
VICE PRES.

JULIAN SCOTT  
SECY. TREAS.

## ROTHSCHILD GRAIN CO

GRAIN EXCHANGE

MEMBERS  
CHICAGO BOARD OF TRADE  
OMAHA GRAIN EXCHANGE

OMAHA

August 26th, 1919.

Automatic Truck Dump Co.,  
502 Grain Exchange, Omaha.

Gentlemen:

Your automatic truck dump has been installed at our elevator at Exira and we want to advise you that we are more than pleased with its performance, just as soon as business gets more quiet we intend to install the balance of our elevators with your dump.

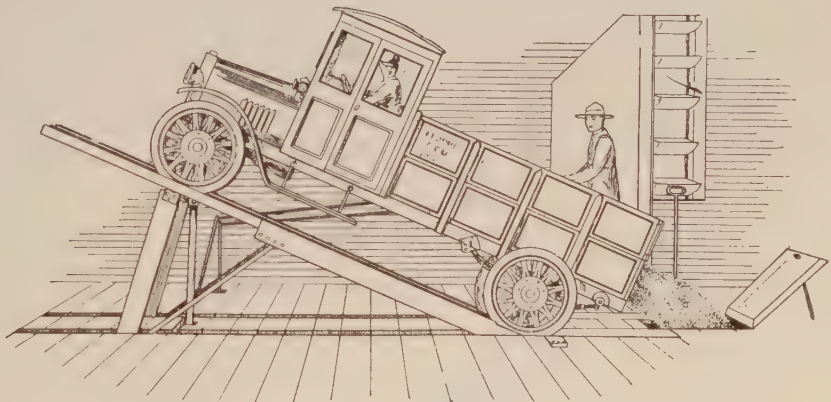
We consider it superior to anything we have seen on the market.

Wishing you all the success in the world we beg to remain,

Yours truly,

Rothschild Grain Co.,

## MOFFITT AUTOMATIC TRUCK DUMP—



You use it.                      You pay for it.  
It pays for itself.

*Send for illustrated booklet.*

## AUTOMATIC TRUCK DUMP CO.

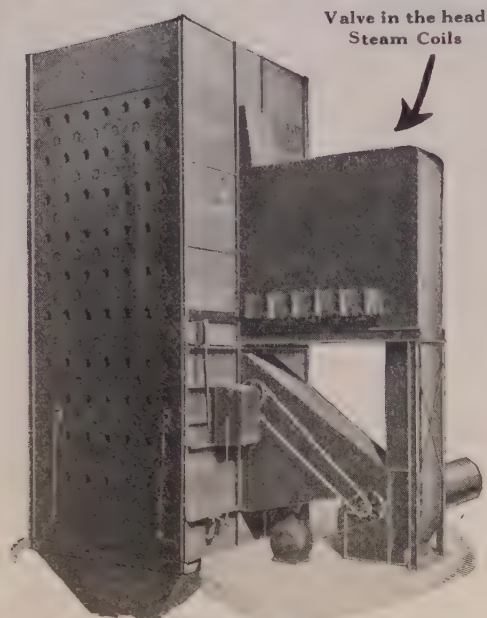
502 Grain Exchange Bldg.



Omaha, Nebraska



# MORRIS GRAIN DRIERS



"MORRIS DRIED SAME AS SUN DRIED"

BE PREPARED  
BUY AN AUTOMATIC MORRIS

You will use it every year.

**AUTOMATIC and SELF CONTAINED**

Requiring no special Building Construction. The Automatic feature eliminates an attendant. This is the simplest, most positive and uniform drier made. Write for detailed information and you will BUY A MORRIS if you buy a Drier.

We Also Offer a Complete Line of  
Direct Heat Driers

**THE STRONG-SCOTT MFG. COMPANY**

*"Everything for Every Mill and Elevator"*  
SPOKANE

GREAT FALLS

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WINNIPEG

## The Common Verdict

C. W. STONER & SON  
Grain, Lumber, Coal  
Iroquois, South Dakota

August 22, 1919.

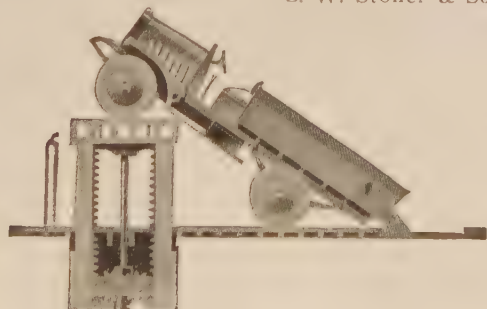
Trapp-Gohr-Donovan Co.,  
Omaha, Nebr.

Gentlemen: Enclosed please find check in payment for your Auto Truck and Wagon Dump.

We want to say that this dump is one of the greatest inventions for the Grain Man and Farmer that has ever been invented. We could not get a carpenter and so we went to work and put it in ourselves.

Yours truly,

C. W. Stoner & Son



You'll say so, too  
Write for particulars

**TRAPP-GOHR-DONOVAN CO.**

1125 North 22nd Street

OMAHA, NEBR.

## Winter Wheat Men Take Notice



**VOLUNTEER OATS ARE HEAVY**  
Last Winter They Did Not Freeze Out

**YOU!** will not get the Govt. Guaranteed Price on Wheat unless these oats are all separated out.

**THE RICHARDSON** OAT  
SEPARATOR  
is the only solution. Write Quick.

**Richardson Grain Separator Co.**  
1179 15th Ave., S. E., MINNEAPOLIS, MINN.



DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES

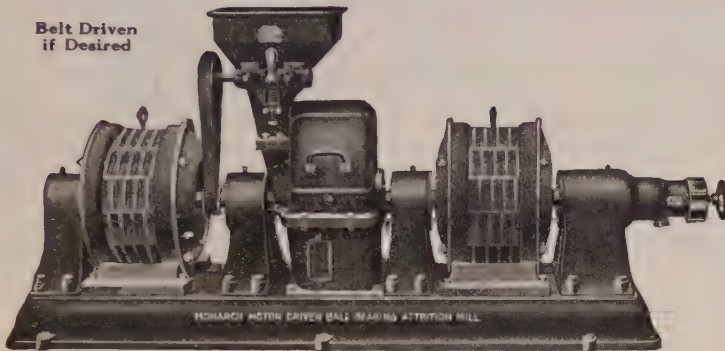
# Randolph Grain Driers.

WIRE WRITE PHONE O. W. RANDOLPH CO. TOLEDO OHIO U.S.A.

## MONARCH BALL-BEARING ATTRITION MILL

*Designed and Built to Perform Satisfactorily  
All Attrition Mill Requirements*

Belt Driven  
if Desired



Years of experience in attrition mill building has enabled us to produce this "Monarch" of all Attrition Mills.

It, in your elevator, will pay big interest to you by

### Saving Labor and Time

It is trouble-proof, delay-proof and has dust-proof bearings that require the minimum of lubrication and attention.

Write us today—now—for full particulars and descriptive catalog.

We have much interesting information about feed grinding that we will gladly furnish you.

*Write for Catalog No. D115*

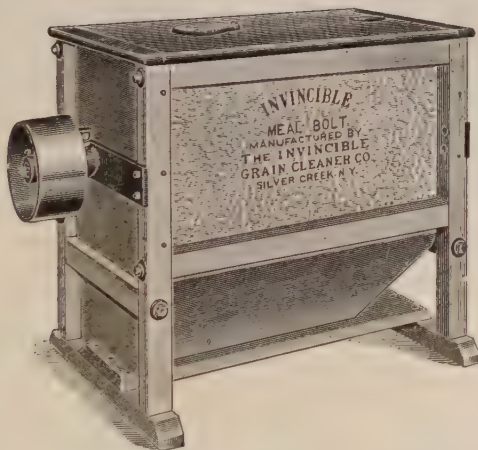
## SPROUT, WALDRON & COMPANY

Mill Builders and Milling Engineers

Main Office and Works: MUNCY, PA.

P. O. Box No. 26

Chicago Office: 9 So. Clinton St.



## Costs the least— accomplishes the most

Requires but little space on the floor or can be suspended from the ceiling. Takes only a little power, but has an astonishing capacity. The bolting of CORN MEAL is simplified to the extreme by the use of an INVINCIBLE CORN MEAL BOLT.

INVINCIBLE GRAIN CLEANER COMPANY  
SILVER CREEK, N. Y.

**Give Your Ad a Chance to  
MAKE GOOD**

Run it in the  
GRAIN DEALERS JOURNAL



**A Tester Wants a Job**  
in your plant. These clutches will save you money, power, time and trouble. Investigate today. A card brings our **Free Booklet**.  
Decatur Foundry, Furnace & Machine Co., Dept. L, DECATUR, INDIANA

**For Accurate Moisture Tests**  
use our Grain Dealers Air Tight Cans for forwarding your grain samples.

**ST. LOUIS PAPER CAN AND TUBE CO.**  
ST. LOUIS, MO.

**WHY WONDER WHERE YOU CAN GET SERVICE OR SUPPLIES.**  
THE GRAIN DEALERS JOURNAL CARRIES THE ADVERTISEMENTS OF ONLY THE BEST



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Prevent Leakages  
Avoid Claims  
Saves Money

Used by Thousands of  
Progressive Shippers

MADE BY

## THE KENNEDY CAR LINER & BAG CO.

SHELBYVILLE, INDIANA

### NEW BADGER

SLIP PROOF

SAFETY SPURS

### CAR MOVER

Insures Against Damage Claims



No slipping  
No injuries

The slip-proof safety spurs of the Badger Car Mover make slipping and injuries out of the question.

The compound lever action turns the wheel steadily. One man can move a heavy car right along with the Badger. Let us prove it.

Try one 30 days.  
No money in advance.

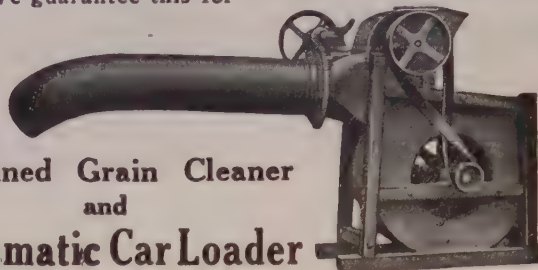
If you keep it, send us \$5.50, plus freight—if you don't we pay freight both ways and forget it. For sale by leading jobbers everywhere. If you can't supply you, order direct.

Advance Car Mover Co., Appleton, Wis.  
Canadian Car Mover Co., Welland, Ont.

## CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The  
Combined Grain Cleaner  
and  
Pneumatic Car Loader



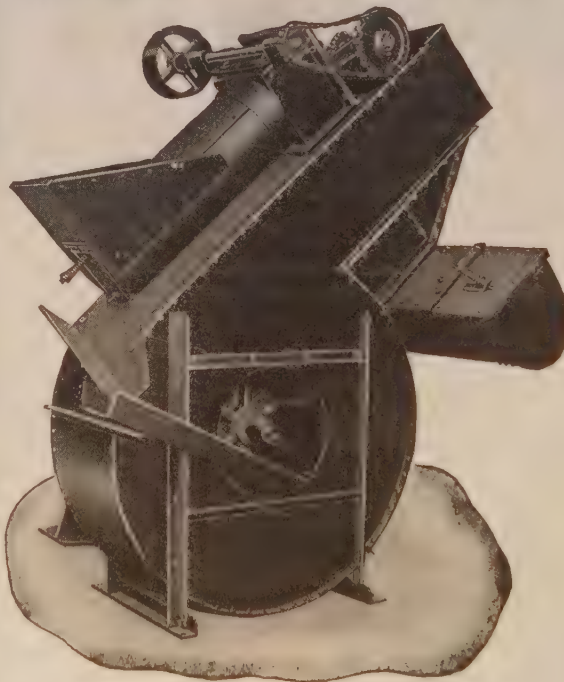
It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

A better way **GRAIN** is the  
to handle Bernert Way



## WHY?

Because the Bernert way will save you money and make you money. With the Bernert Pneumatic Grain Handling Machines, whatever your grain handling problem today, will be no problem at all. The Bernert Pneumatic Machines handle all grain ahead of the fan; that's why there positively will be no grain damaged.

They are positively **NON-CHOKABLE**; that's why you will not have any trouble. They will at the same time they handle the grain, **MAKE BETTER GRAIN**. Let us tell you **WHY**.

Simplicity of installation and efficiency in operation, handling any problem, is for what the Bernert Pneumatic Elevators, Combined Elevators and Loaders, Conveyors, Portable Track-loaders, Car-loaders, etc., stand.

For further information, write for catalog to the

## Bernert Mfg. Co.

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## GRAIN SHIPPING LEDGER — Form 24

An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship. The pages are 10½x15½ inches, used double.

The book contains 100 double pages of the best linen ledger paper. A regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$3.25.

GRAIN DEALERS JOURNAL, 305 So. La Salle Street, CHICAGO, ILLINOIS

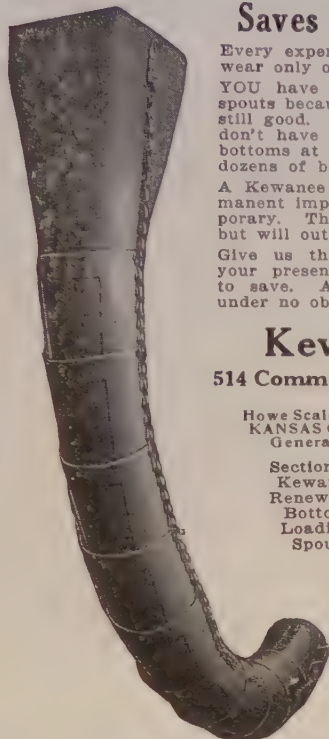
## Grain Shippers

and in fact all grain men who are wide awake and on the alert to get onto all the ins and outs of the grain business, subscribe for and read the Grain Dealers Journal



# A KEWANEE Renewable Bottom Loading Spout

**Saves Grain, Money, Time, Labor**



Every experienced grain man knows that loading spouts wear only on the bottom side.

YOU have thrown away hundreds of dollars in grain spouts because of small holes. 98% of these spouts were still good. When small holes wear in the Kewanee, you don't have to throw away the spout. Just slip in new bottoms at a few cents each. Each section will outwear dozens of bottoms.

A Kewanee Renewable Bottom Loading Spout is a permanent improvement—the old style spout is always temporary. The Kewanee costs about the same as others, but will outlast a dozen of them.

Give us the size of your down spout and length of your present loading spout, and let us show you how to save. A rough sketch will help us. You will be under no obligations.

**Kewanee Implement Co.**

514 Commercial Street

Kewanee, Illinois

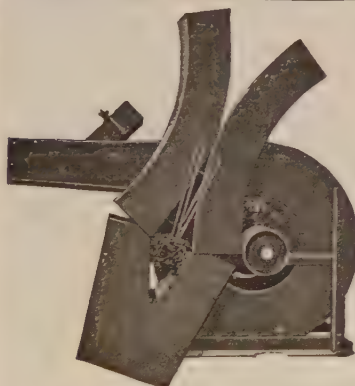
Distributors  
Howe Scale Co. of Ills. Fairbanks Morse & Co.  
KANSAS CITY, MO. OMAHA, NEB.  
General Service & Supply Co., Minneapolis, Minn.

Section of  
Kewanee  
Renewable  
Bottom  
Loading  
Spout



Pat. Pending

## No Need to Scoop Grain in a Dirty, Dusty Car



"We loaded 1,800 bu. of corn an hour the day before Thanksgiving. We never have to get in a dirty, dusty car to scoop grain." Kenney Elevator Co., Kenney, Ill.

"Your Boss Air Blast Loader is giving the best of service." G. N. Falknor & Son, West Milton, O.  
"We would not think of going back to gravity." J. L. Baum & Son, Storms, O.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill. They have since bought SIX for six of their elevators.

We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. Horse Power required from 4 to 12 Horse Power, depending upon speed and capacity desired. CANNOT injure the tenderest grain. Grades improved. We use no complicated feeding devices. Grain simply slides into blast of air. Quickly installed. 30 DAYS' FREE TRIAL.

Write for our two booklets—"30.00 A CAR PROFIT" and "BETTER PROFITS FOR YOU." They tell all about our full line both portable as well as stationary car loaders. These interesting booklets are free.

**MAROA MANUFACTURING CO.,**

Dept. G.,

Maroa, Ill.

## The Van Ness Safety Roller Bearing Manlift

is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

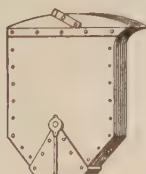
Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

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Construction Company**

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OMAHA, NEB.

We Build  
Modern Grain Elevators



**"KLINGLER"**

Is Automatic—  
Simple—  
Accurate—

Weights Grain as you  
Count Money

**"Simplicity Assures Accuracy"**

**KLINGLER MFG. CO.**

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Prevent  
CLAIM LOSSES  
with  
**TYDEN  
CAR SEALS**

Bearing shipper's name  
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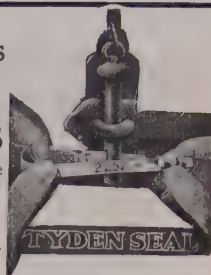
6000 SHIPPERS

Are now using them.

Write for samples,  
and prices.

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Chas. J. Webb, Vice-President  
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## Try Our Automatic Dump Controller

We believe this will be a big year in the Elevator Building Business, since the last year or so was given almost wholly to the repairing and remodeling of the old houses.



Since the closing of the War means the beginning of a New Era in the History of the World, so, also will the people be looking to the newest and best manner in which to handle their business. Therefore, when contemplating the erection of a new Grain Elevator, think what it means to have a perfect working dump and give your attention to making yours such.

There is no better way than by having it controlled by an Automatic device made expressly for this purpose. There are hundreds in use today giving satisfaction, and you can have this Service with little expense.

Drop a line to us and get full particulars regarding our AUTOMATIC DUMP CONTROLLER.

**L. J. McMILLIN**

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## Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

**H. S. COVER**  
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Write or mail coupon TODAY

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Send samples and full information how Edgar Seals are saving money for shippers.

Quote price on..... Seals

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## THE ONLY SANE, SAFE THING

to do is to install an All Metal  
Fire Proof

## Knickerbocker "1905" Cyclone DUST COLLECTOR

The Knickerbocker Co.,

Jackson, Michigan

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Elevator Legs are installed to transport grain. Nothing else. Perfect, economical and profitable methods, or slovenly and wasteful results depend upon something. Commercial, mechanical and functional integrity cannot be expected to come haphazard. Thought somewhere must direct. The truth is in the accomplishment.



There must be something radically different somewhere in a leg that handles two bushels automatically from a leg (of same size) that handles only one bushel, spasmodically, often disastrously.

The subject deserves every owner's thoughtful attention. Booklet F will help you understand it. Write for it.

### THE HALL SIGNALING GRAIN DISTRIBUTOR

is the greatest time saver for the elevator operator, and busy man that has ever been devised. The whole problem of grain distribution without mixing is embraced in this simple device.

Hall Distributor Company, 222 Railway Exchange Bldg., Omaha, Nebr.

4 ft. long Steel Grain Tryers \$6.50; or 5 ft. long \$8.30. We make Double Brass Tube Tryers; Bag Tryers 6 and 9 inches long, and Deep Bin Tryers. The best line in market. Circulars free.  
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**CONE-SHAPE GRINDERS**

**It PAYS to GRIND ALL GRAINS**

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Watt, Jacobusburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue. G. I.

N. P. BOWSHER CO., SOUTH BEND, IND.

## Written Contracts Book

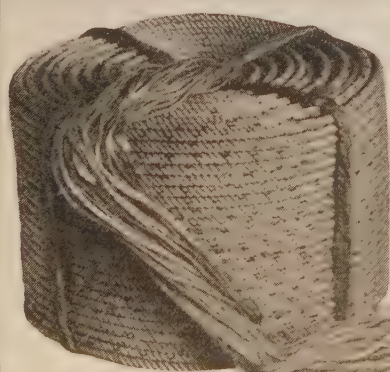
This book is planned for recording agreements for the delivery of grain bought. By its use each party there-to obtains a clear statement of what is intended by the other, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold ..... bushels of ..... at ..... per bu., to be delivered on or before ..... It also certifies that he has received ..... dollars on the contract. The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4 1/2". You cannot afford to be without these blanks.

Order form No. 9. Price, 50 cents  
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Trade restrictions are temporary. Your invested capital in good will and trade demand is permanent, providing you keep up your advertising in  
*The Grain Dealers Journal*



## FROM MAINSHAFT TO HEAD

Specify AJAX TRANSMISSION Rope in your elevator. Designed especially for grain elevators, it is the best rope the most skillful workmanship can produce. Delays caused by broken transmission rope are expensive. Specify AJAX on your next job.

**H. CHANNON CO.**

Chicago, Ill.

**DO  
YOU**

GRAIN DEALERS JOURNAL,  
Chicago, Ill.

Gentlemen:—Herewith is draft covering Help Wanted adv. in your classified column. This adv. certainly **Produced Results**, as we are having answers from all wheat growing sections of the United States. Yours truly,

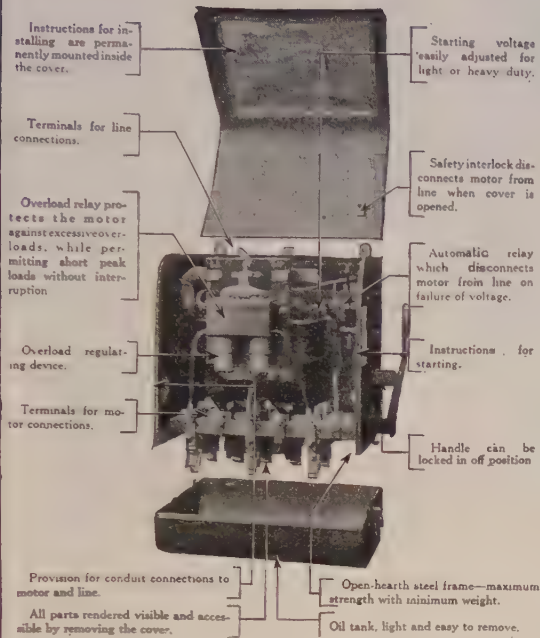
THE RUSSELL MILLING COMPANY

Russell, Kansas

**NEED  
HELP**



# Type A Auto-Starter



## For the Grain Elevator Industry

To supply an auto-starter which would meet the rigid requirements of present day service, the Westinghouse Company offers the new type A auto-starter, with the following important features:

1. It has an open-hearth steel case.
2. It has a low-voltage relay, mounted inside the case.
3. It has fuses or overload relay, mounted inside the case.
4. It has a safety device that disconnects the motor when repairs are being made.
5. It has a safety device to lock starter in OFF position when repairs are being made to machinery.
6. It has voltage-reducing transformers designed to permit changing from light to heavy duty starting.
7. It has non-inflammable micarta base.
8. It has contacts the same as used in steel mill automatic, and heavy main line locomotive controllers with a rolling and wiping action when opening or closing.
9. It has contacts mounted in such a manner that they may be removed or replaced without disturbing the wiring or the mounting of the starter.
10. It has special insulation in the voltage-reducing transformers.
11. It can be installed with or without conduit.
12. It requires minimum expense for installation.

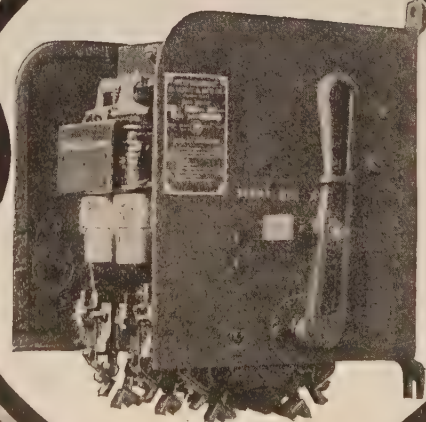
In the development of this auto-starter, no detail has been omitted to—

Insure greater safety to operator.  
Afford the best protection for expensive machinery.  
Reduce the expense of upkeep and installation, and  
Give greater reliability in operation.

Westinghouse Electric & Manufacturing Co.  
East Pittsburgh, Pa.



Complete Starter



Starter With Cover Removed

# Westinghouse



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### DON'T DELAY BUILDING!

We give you QUICK ACTION

Builders of

Grain Elevators, Alfalfa Plants  
and Coal Pockets

WOOD or FIREPROOF CONSTRUCTION

**Younglove Construction Company**

412 United Bank Building

SIOUX CITY, IOWA



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is economical and efficient in operation because it is correctly designed and properly constructed.

For years we have studied carefully the needs of the grain trade, progressing constantly with developments in engineering and construction, and we know how an elevator should be built to give complete satisfaction.

We build them that way.

Ask us for particulars on the house you plan to erect.

**Reliance Construction Co.**

Board of Trade Indianapolis, Ind.

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320 MERCHANTS EXCHANGE  
ST. LOUIS, MO.  
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**CONCRETE AND WOOD ELEVATORS**  
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Mills and Warehouses  
Especially Designed for Economy of  
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**Your Individual Needs**  
are respected when your elevator  
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**W. H. CRAMER CONSTRUCTION CO.**  
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Write for Details of Our System

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right, my eighteen years experi-  
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We make a specialty of

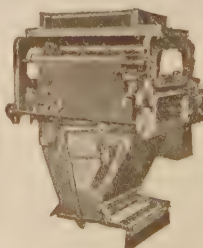
**Corrugated Iron and  
Metal Roofing  
For Grain Elevators**

And take contracts either for material alone or job completed.  
Write us for prices. We can save you money.

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**AUTOMATIC GRAIN SCALES**  
Self Compensating, Operating and Adjusting

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Semi Automatic Scale  
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bushel without  
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GRAIN  
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**GARRETT BLDG.**  
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**HOLLOW TILE  
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Fireproof, no upkeep,  
indestructible. Guaranteed.  
Built with  
**American Flint Tile**  
**COST LESS THAN  
CEMENT OR WOOD**  
Special Construction. Plans  
and estimates furnished free.

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American Flint Tile Elevator

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Form 89 S.W.C. is endorsed by leading shippers associations. Especially adapted for use in connection with claims for Loss of Weight in Transit. Each ticket gives the following information:

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Contracts and Builds  
**Modern Grain Elevators**  
We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.  
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the kind you need**  
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Grain Elevator Repair Specialist  
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Old elevators made almost new at lowest prices.  
New elevators either wood or concrete given special attention. Let us know your needs.



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For Lifting Concrete Forms

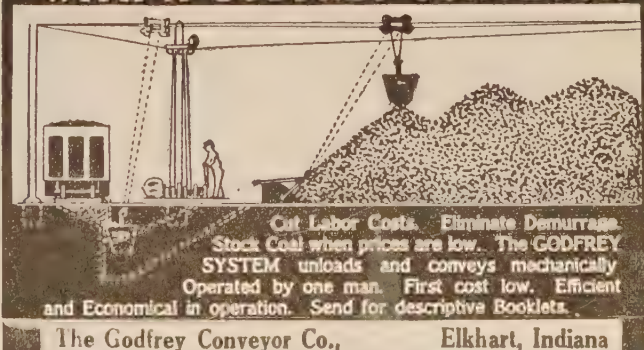
12 Years of Service

Over 4,000 in Use

**NELSON MACHINE CO.**  
WAUKEGAN, ILL.

Patented

**MODERNIZE YOUR COAL HANDLING  
WITH A GODFREY CONVEYOR**



Cut Labor Costs. Eliminate Demurrage.  
Stock Coal when prices are low. The GODFREY  
SYSTEM unloads and conveys mechanically  
Operated by one man. First cost low. Efficient  
and Economical in operation. Send for descriptive Booklets.

The Godfrey Conveyor Co., Elkhart, Indiana



## GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT Port Arthur, Ontario

FOR

The Grain Growers' Grain Company,  
Limited.The Saskatchewan Co-operative Elevator  
Co., Limited.

The James Richardson &amp; Sons, Limited.

### THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS

Offices: Fort William, Ont., Duluth, Minn.  
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Pennsylvania Railroad Co.'s Terminal  
Elevator at Erie, Pa. 1,250,000 storage  
capacity, with marine leg, 25,000 bu.  
receiving capacity. All concrete, modern  
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Designed and built under the  
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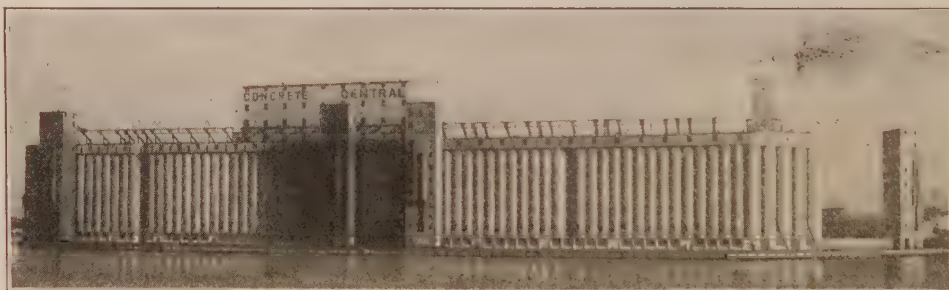
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### Monarch Built Elevators

assure you econ-  
omical design,  
first class work,  
efficient opera-  
tion.

#### SATISFACTION

Let us Submit Designs  
and Prices



Concrete Central Buffalo, 4,500,000 Bu.

One of the modern houses which has made a record for rapid and economical handling

**MONARCH ENGINEERING CO.,** **BUFFALO, N. Y.**

## THE MOST MODERN ELEVATOR IN THE WORLD

Now in course of construction at Canton, Baltimore, Md.,  
for the Pennsylvania Railroad.

### JAMES STEWART & CO., Inc.

Designers and Builders  
GRAIN ELEVATORS

IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT.

15th Floor, Westminster Bldg.

CHICAGO

W. R. SINKS, Manager

Capacity  
5,000,000 Bushels







## Elevator No. 2

**Manchester Ship  
Canal Company**

Manchester, England

**1,500,000 Bushels**

**John S. Metcalf Co., Ltd.,** *Grain Elevator Engineers*

54 St. Francois Xavier Street  
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## **FEGLES CONSTRUCTION CO.,**

FORMERLY FEGLES-BELLOWS ENGINEERING CO., LTD. LIMITED

**ENGINEERS—CONTRACTORS**

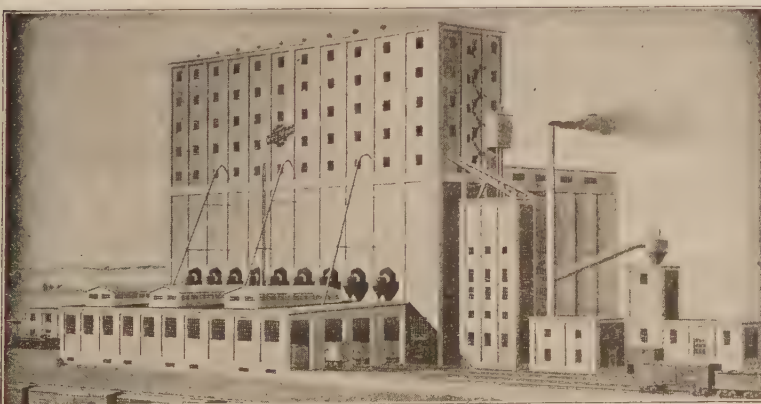
GRAIN EXCHANGE, FORT WILLIAM, ONT.

WE ARE PREPARED TO TAKE  
AND EXECUTE CONTRACTS ANY-  
WHERE. GRAIN ELEVATORS, MILLS  
HEAVY ENGINEERING STRUCTURES

WE HAVE AN ENVIABLE RECORD FOR SERVICE



Elevator and Mill Designed and Built for Lake of the Woods  
Milling Co., Ltd., Medicine Hat, Alberta.



The 1,250,000 Bushel

## **C. & N. W. Elevator**

at

**Council Bluffs, Iowa**

is the latest acknowledgment of our  
capabilities as Grain Elevator Engineers  
and Constructors.

**WITHERSPOON-ENGLAR CO.**

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof  
MILLS AND ELEVATORS



# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE.

40,000 BU. CRIBBED ELEVATOR for sale. Good locality and reasonable price. Address: Field, Box 6, Grain Dealers Journal, Chicago.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address: Coleman State Bank, Coleman, Wisc.

GRAIN ELEVATOR and Lumber Yard in central Iowa for sale. Write for particulars to Perry, Box 3, Grain Dealers Journal, Chicago.

ELEVATOR and Coal Business in north central Iowa, located in good grain territory and doing good business. Address Bell, Box 12, Grain Dealers Journal, Chicago.

30,000 CAP. ELEVATOR, located on I. C. R. R., for sale. This plant is new and in A-1 condition. Address: Bargain, Box 3, Grain Dealers Journal, Chicago.

50,000 BU. CAP. elevator in Iowa for sale or lease. On line of Ill. Central. Possession immediately. Splendid opportunity. Address Auto Box 12, Grain Dealers Journal, Chicago.

18,000 BU. CRIBBED elevator for sale for \$3,850.00; good as new. Excellent location. Best of terms. Owner must go to Colorado. Address: Elevator, Box 4, Grain Dealers Journal, Chicago.

TWO GRAIN ELEVATORS for sale, located on the C. M. & St. P. Ry. in southern South Dakota. Good grain territory. Doing good business. Address: Sioux, Box 6, Grain Dealers Journal, Chicago.

AN OHIO county Elevator handling 300 cars of grain, hay and merchandise for sale or exchange for town property or farm. Price \$4,500. Address Right, Box 8, Grain Dealers Journal, Chicago.

TWO GRAIN ELEVATORS AND FEED MILL doing a fine business for sale. Handle grain, seeds, flour and mill feeds. A fine chance for a hustler. For particulars write W. W. Little, Tipton, Iowa.

3 COUNTRY ELEVATORS in heart of Kansas Wheat Belt for sale. Now filled with wheat. Conveniently located. Must sell together for cash. For particulars address: Kansas, Box 5, Grain Dealers Journal, Chicago.

14,000 BU. grain elevator for sale. Complete with machinery. On I. C. R. R.; northern Illinois. Located in good grain territory, doing good business. Address: Type, Box 5, Grain Dealers Journal, Chicago.

25,000-BU. CAPACITY ELEVATOR AT MAX, N. D. International line of machinery goes with the deal. Big grain point and good machine business. Price \$12,000. Cash \$7,000; balance terms. Address Ernest Balsukot, Plaza, N. D.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

## ELEVATORS FOR SALE.

THREE CENTRAL ILLINOIS elevators for sale. Will sell together or separately. All located in the best grain section. Address: Main, Box 4, Grain Dealers Journal, Chicago.

40,000 BU. ELEVATOR in good corn and oats section of Indiana for sale. Only those who want a good proposition need answer. Address: Indiana, Box 5, Grain Dealers Journal, Chicago.

42,000 BU. CAP. Elevator for sale, located in N. E. Nebr. in the finest farming country near 2 grain markets. Equipped with electric power and lights. Address: "D. S.," Box 6, Grain Dealers Journal, Chicago.

10,000 BU. STORAGE cap. Country Elevator for sale in good grain and big feeding section of Indiana. Six miles from county seat. Will sell at a bargain if sold at once. Kerosene motor 20 h.p. for power. Write Haller Grain Co., Selma, Ind.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdote & Co., Bonnot's Mill, Mo.

30-35,000 BU. CRIBBED elevator for sale in N. W. Iowa. Large territory and best of competition between the 2 elevators here. No farmer elevator. Large crop of corn and oats to handle this fall and winter. Elevator in A-1 shape. Address: H, Box 6, Grain Dealers Journal, Chicago.

25,000 BU. elevator and coal business for sale in one of the finest wheat and corn territories in Nebraska. 75% of the wheat still to handle and corn will make from 25 to 50 bus. to the acre. Paid 50% on investment last year. Terms on part. Come quick, we mean business. Address: Terms, Box 5, Grain Dealers Journal, Chicago.

18,000 BU. ELEVATOR and ¼ sec. farm joining on I. C. R. R. for sale. N. W. cent. Iowa near large city. Handle coal, fencing, small stock groceries and hardware in office. Handle from 150,000 to 200,000 bu. No competition. 2500 bu. Richardson Auto Scales. Hall Elevating system. Farm joining is one of the best around. Every foot under plow, lays level. Oats and corn. This year 100% crop corn. Oats 45 bu. per acre. New \$8,000 dwelling with Delco Electric plant and water pressure system. Good reasons for selling. \$375.00 per acre includes everything. Address: Iowa, Box 5, Grain Dealers Journal, Chicago.

## ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker Frankfort, Indiana.

ELEVATORS FOR SALE—Write to Julian I. Buckley, Elevator Broker, David City, Nebr.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

## PARTNERS WANTED

I HAVE A LOT adjoining right-of-way of good railroad; about 10 miles from Frankfort, Ind. Good location for elevator, coal business and side lines. I want a partner who will help finance the building of house, and act as manager of the business. Address Weller, Box 10, Grain Dealers Journal, Chicago.

## ELEVATORS WANTED.

GRAIN ELEVATOR WANTED. Must be in good condition. Preferably on Ill. Cent. Address: O. M. Kelley, Dana, Ill.

WANTED, to exchange town income property for one or two elevators. Address H. A., Box 1, Grain Dealers Journal, Chicago.

25,000 OR 30,000 BU. cap. Grain Elevator wanted, in Cent. or north. Ind. or Ill. State price and full particulars in 1st letter. Address: Pierre, Box 5, Grain Dealers Journal, Chicago.

## MILLS FOR SALE.

2400 BU. CORN MILL for sale, entire or half interest. First class equipment, Nordyke & Marmon Machinery. Located at Attala, Ala. Warehouse electrically equipped. Own sidetrack. Transit in 5 states, four railroads. Write or wire A. Brown, East Florence, Ala.

## BUSINESS OPPORTUNITIES.

40 ACRE orange and pecan grove in Miss. to exchange for going elevator. Address: Miss., Box 5, Grain Dealers Journal, Chicago.

300 ACRES FARM, the best in southern Minn., 15 miles across the Iowa line, TO EXCHANGE for a grain or lumber business. Address: Frank Kuehl, Malcom, Iowa.

PROFITABLE wholesale and retail grain business in live, healthful, delightful Colorado city for sale for good reasons. Annual business \$700,000. Requires about \$75,000 to handle. Address Grain, Box 4, Grain Dealers Journal, Chicago.

THERE WILL NEVER happen a better opportunity for a large AMERICAN CLOVER SEEDS & GRASS FIRM to establish either a branch or an agency in western Europe. Should any serious concern be interested, please apply without delay to "Cloverseed," Box 6, Grain Dealers Journal, Chicago.

A \$3,000 INTEREST FOR SALE in wholesale Grain and Seed business, handled in connection with Hide business and other lines, in one of the most progressive little cities in south Texas with 5500 population. Only business of its kind in county. Capital stock \$20,000. Will sell stock at par. Excellent opportunity for good grain man. Position with Company as Manager Grain Dept. open. Stock paid 35% dividend in 1918 and over 30% in year ending July 31, 1919. Address: King, Box 6, Grain Dealers Journal, Chicago.

## You Know

You want to do business with the grain shippers. Tell them so. The Grain Dealers Journal reaches them.



## SITUATIONS WANTED.

**AS MILLER**, 37 yrs. old; married. Can give good references. 14 yrs. experience. Will come on 30 days notice. Address: Colo., Box 5, Grain Dealers Journal, Chicago.

**EXPERIENCED MAN**, 22 yrs. of age, wants situation in a grain elevator. Can give good references. Married. 4 yrs. experience. Address: Witt, Box 6, Grain Dealers Journal, Chicago.

**AS MANAGER** of Country Elevator, 15 yrs.' experience in Grain, Feed & Coal. Good bookkeeper. Married. Prefer Iowa or Minn. Address West, Box 4, Grain Dealers Journal, Chicago.

**AS GRAIN BUYER** or Manager by experienced man, with either large milling and feed company or terminal elevator. Address: Miller, Box 5, Grain Dealers Journal, Chicago.

**AS MANAGER** of Grain Elevator, or grain and lumber firm both, by reliable married man with 5 yrs. exp. Good bookkeeper. Address: "M," Box 6, Grain Dealers Journal, Chicago.

**AS MANAGER** of Farmers' Elevator company or Line Elevator Co. in western Kans., or Nebr., or East. Colo. Would prefer a house that requires 2 men. Address: Wm. Burk, Hallam, Nebr.

**AS ASSISTANT**, young man, 21, single, well educated, desires position where he can learn every part of the country grain business, both in elevator and office. Address: W. B., Box 5, Grain Dealers Journal, Chicago.

**AS MANAGER**, assistant or Salesman. Best of references. 22 years' experience in wholesale and retail grain, feed and hay. Age 47 yrs. Owned a business 6½ yrs. Address: F. Gauvin, 111 Lincoln Str., Worcester, Mass.

**GRAIN AND HAY MAN** experienced in buying and selling, also in management of elevator lines, wants position. Well acquainted in wheat and corn belt, also in Eastern and S. E. terminal markets. No objection to travelling. Address: Experienced, Box 5, Grain Dealers Journal, Chicago.

Under **SITUATIONS WANTED** you will find a capable manager, grain buyer or traveling solicitor. The man who has enough push to advertise his services in a high class trade journal is the kind of a man you want.

## MECHANICAL ENGINEER

with 12 years' experience in complete designing of grain elevators, power plants, flour mills, etc., is open for high class sales, engineering or business proposition. Formerly connected with contractors and builders. Address Designer, Box 1, Grain Dealers Journal, Chicago, Ill.

## SCALE TICKET COPYING BOOK

Contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back and with the use of a sheet of carbon makes a complete and perfect copy of the original on the stub which remains. The original tickets form the outer half of page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weigher's Signature. Size, 9½x11 inches. Printed on good paper. Order Form No. 73

PRICE \$1.00

**GRAIN DEALERS JOURNAL**  
315 So. La Salle St., Chicago, Ill.

## MALE HELP WANTED.

**MANAGER** for country elevator in Missouri, wanted. 25 to 35 yrs. of age. Address: "S," Box 5, Grain Dealers Journal, Chicago.

**EXPERIENCED CASH GRAIN** man for terminal market. Floor salesman and office work with St. Louis firm. Address: Graham, Box 6, Grain Dealers Journal, Chicago.

**DRAFTSMAN ON GRAIN ELEVATORS** wanted; eastern location; state age, experience and salary desired. Address: Skilled, Box 4, Grain Dealers Journal, Chicago.

**GRAIN SOLICITOR WANTED** who is acquainted in the Iowa territory and has traveled that state. Kindly state experience and salary desired. Address: Marine, Box 5, Grain Dealers Journal, Chicago.

**EXPERIENCED FOREMAN** for Alfalfa and Mixed Feed Plant wanted, located in town in Eastern Wash. Want man well acquainted with the manufacturing of Alfalfa Meal and Mixed Feeds, and one who knows how to operate and keep up machinery. Want man used to wearing overalls. Give full particulars, credentials and salary expected in 1st letter. Address: Alfalfa, Box 6, Grain Dealers Journal, Chicago.

## BROKERAGE ACCOUNTS WANTED.

**ABLE REPRESENTATION** given shippers of Oats and Corn, in the city of New Orleans, on commission basis. Correspondence solicited. Prefer some Illinois or Iowa firm. Highest trade references furnished. R. McMillan, Jr., 412 Gravier St., New Orleans, La.

**YOU MAY BE MISSING SOMETHING** If you do not read the Wanted and For Sale ads each issue. If you have something to sell or exchange, insert small advertisement in the Wanted and For Sale Department. When in need of an employee or employment write Grain Dealers Journal, 305 S. La Salle St., Chicago, Ill.

"We have secured all the help that we need, from our ad in your paper. We have probably received 40 or 50 applications and we are very much pleased with the results." Clovis Mill & Elevator Co., Clovis, N. M.

## Grain Shippers

and in fact all grain men who are wide awake and on the alert to get onto all the ins and outs of the grain business, subscribe for and read the Grain Dealers Journal.

## CLARK'S GRAIN TABLES FOR WAGON LOADS

(Thirteenth Edition)

The best and most complete edition of these popular reduction tables ever issued. It contains 12 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on heavy tough Manila stock. It is reinforced at back with cloth. Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,090 lbs. on 10-pound breaks. The table shows the following reductions: Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barely at 50 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 31½ cents in ½ cent rises.

Order Form 4090 WL. Price 60 cents.

**GRAIN DEALERS JOURNAL**

305 S. La Salle Street Chicago, Ill.



**ALBERT MILLER & COMPANY**  
Handlers of everything in  
**HAY and STRAW**  
"CONSIGNMENTS AND ORDERS SOLICITED"

Timothy	Prairie	192 N. Clark St. CHICAGO, ILL.
Clover	Packing	
Alfalfa	Straw	

## KEEP POSTED

## GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

*Gentlemen:*—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar Seventy-five Cents for one year.

Name of Firm.....

Capacity of Elevator..... Post Office.....

..... bus. State.....

Use Universal Grain Code and Reduce Your Tolls.



## MACHINES FOR SALE.

**FLINT BROWN DUVEL** Moisture Tester for sale. Never used. Cheap. W. E. Riley, Montpelier, O.

**COAL HANDLING EQUIPMENT.** Elevators, Screens and Conveyors. The Good Roads Machinery Co., Inc., 1203 Tower Bldg., Chicago, Ill.

**ONE NO. 4** Western Gyration Corn and Cob Cleaner, capacity 300 to 400 bu. per hour. Good condition and cleaned ready to set up and run. Address: Enterprise Utility Mfg. Co., 742 Webster Bldg., Chicago.

**MILL WANTED** that will crack Corn, Wheat and Kaffir. Also suitable for Chick Feed. Must be in good mechanical condition and satisfactory work guaranteed. Address: Hyman & Ackerman, Lima, Ohio.

**THE LITTLE GIANT HOT WATER WHEAT HEATER** for mills that use gasoline and oil engine power. Uses the hot water from engine. Positively guaranteed. For particulars address The Alton Mill Furnishing Co., Alton, Ill.

**ONE NO. 2** Sidney Oscillating Corn and Grain Cleaner in good condition and one 6-ton Fairbanks Scale in good condition. Richards & Armacost, New Hope Station, Ohio. (P. O. address, Campbellstown, O.)

**FOR SALE: BIG LOT** of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiving Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elevtr. and milling line. A. D. Hughes Co., Wayland, Mich.

**ONE NO. 103 OWENS SPECIAL CLEANER** and Separator for sale. Never uncrated. Too large for our plant, no room to set it up. Will take in trade grain, flour, feed or want at present, one dormant warehouse scale in good condition ton capacity, with platform at least 47 inches by 39 inches. Telephone or telegraph for quick action. Geo. O'Dwyer, Inc., St. Maries, Idaho.

## REAL BARGAINS.

**Prompt Attention.** Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty. Write us without delay.

Geo. J. Noth, Mgr.,  
9 S. Clinton St., Chicago, Ill.

## MACHINES FOR SALE.

**ONE No. 8** Bowsher Combination Mill for sale. Good as new. Price upon request. J. P. Shoemaker, Daleville, Ind.

**DIAMOND BURR MILL**, equal to any corn meal mill made for sale. In perfect running order. \$75.00 F. O. B. cars. Send your check if you want it. Goodrich Bros. Hay & Grain Co., Winchester, Ind.

## MISCELLANEOUS FOR SALE.

**ONE NO. 8 BOWSHER MILL**, two sets of plates for sale; one Richardson Automatic Scale. Mill & Scale used but little. W. J. Massey, Price, Md.

**TWO 5 H.P.** Westinghouse Motors practically new. One 2 burner (gasoline) Hess Moisture Tester & Scales. 1—500 bu. Hopper Scale. Lot Belting, Cups, Boots, Pulleys, Shafting, etc. Can ship at once. Cole Grain Co., Peoria, Ill.

**2 ROPE DRIVES** with 350 ft. 1 1/4 rope, 3 stands of Rolls 9x24, three break. Eureka Dustless Separator No. 2. Barnard & Leas Corn Cleaner No. 2. 1 Richardson automatic grain scale; 1 Fairbanks automatic grain scale; 1 66"x18" H. R. T. Boiler. One steam engine 8x12 with 5 ft. fly wheel. Line shafting, pulleys, hangers, steel conveyors and extra good used belts. Hopper beam and platform scales. Address: Harry W. De Prez, Shelbyville, Ind.

## ENGINES FOR SALE.

**ONE 16 H. P. INTERNATIONAL** Kerosene Engine for sale. Scarcely been used. Address: Mass & Blanke, Grant Park, Ill.

**20 H. P. FAIRBANKS-MORSE** Gasoline Engine for sale. New cylinder and piston. Good as new. Guaranteed. Price only \$250. Address: E. P. Hoerr, Aurora, Ill.

**ONE 14 H.P.** Waterloo Gasoline Engine for sale. New. A bargain if taken at once. Wire collect for price. Farmers Union Co-op. Gr. & Stock Assn., Lodge Pole, Nebr.

**20 H.P. LAMBERT** Gasoline Engine with kerosene carburetor for sale. In good running order. \$225.00 FOB cars. Goodrich Bros. Hay & Grain Co., Winchester, Ind.

**ONE 20 H.P. FAIRBANKS** Morse Gas or Gasoline Engine for sale. In good running order. Reason for selling, need larger engine. L. L. Thorp, Ryan, Oklahoma.

**20 H.P. International** Gas Engine in good repair for sale. Reason for selling am reducing my power. You can see this engine in operation. Address: Edgar Johnson, Everest, Kansas.

**GAS ENGINE, 40 H.P. FOOS** make, practically new, 26 H.P. New Era, 9 H.P. Foos, 15 1/4"x24" Buckeye Automatic Engine, two 75 H.P. Helne Watertube Boilers, 200 H.P. Hoppes Heater, \$150. Casey Boiler Works, Springfield, O.

**ONE 25 H.P. MUNCIE** Oil burning engine in good repair for sale. Will burn toppings, crude oil, distillate or kerosene. This engine is fitted with a set of high pressure compression rings. Reason for selling, am reducing my power. You can see this engine in operation. Address: Milroy Electric Co., Milroy, Minn.

**1-135 H.P. REEVES** used about 1 yr.; 1-150 H.P. Westinghouse direct connected to 100 K V A, 3 phase, 60 cycle, 240 volts; 1-125 H.P. Nash; 1-100 H.P. Westinghouse; 1-90 H.P. Bruce-McBeth direct connected to 50 K. W. 3 wire D. C. Gen.; 50 H.P. Turner Frick direct connected to 30 K. W. 125 Volt Gen., fine shape; 1-40 H.P. Nash; 28 H.P. White & Middletown; 40 H.P. St. Marys; 14 H.P. White & Middletown; 35 H.P. Bessemer; New engines 1 1/2 to 500 H.P. New and used machinery. New and used portable electric drills and grinders. 3/4" 220 volt D. C. Portable drills; 1 O. K. Clutch pulley 24"x10". Write your requirements. If not in stock will locate same for you at reasonable commission. Edward Hilbert, 1102 2nd Nat'l. Bk. Bldg., Cincinnati, O.

## STEAM ENGINES, BOILERS.

**TWO SECOND HAND** 40 h. p. Boilers with fixtures; two second hand 30 h. p. Steam Engines, one second hand 50 ft. Smoke-stack for sale. Address Holmes & Maurer, Lincoln, Ill.

## ENGINES WANTED.

**ONE 25 OR 30 H.P.** and one 50 H.P. Muncie or Bessemer Oil Engine wanted. Must be sold under strict guarantee. Address: Muncie, Box 5, Grain Dealers Journal, Chicago.

**30,000 CAP. HOPPER SCALE;** 25 h.p. Steam Engine; 30 h.p. Tubular Boiler WANTED. All must be in good condition. Address: Code, Box 4, Grain Dealers Journal, Chicago.

## DYNAMOS—MOTORS.

**ONE 15 H.P. Motor** D. C. for sale. Just overhauled. E. B. Conover, Elkhart, Ill.

## SCALES FOR SALE.

**WHEN YOU THINK OF SCALES,** consult THE LINCOLN SCALE REPAIR CO., Lincoln, Nebr. New and used Scales, also scale repairing.

**NEW AND REBUILT** scales of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

**6,000 LB. FAIRBANKS HOPPER SCALE** for sale. Used one year. Address: Grain, Box 1, Grain Dealers Journal, Chicago.

Good Avery Automatic Scale.....\$100.00  
500 bu. Howe Hopper Scale.....\$100.00  
Richardson Scale Company,  
Wichita, Kas.

**ONE 750 BU.** Avery Automatic Grain Scale, Hopper capacity 3 bushels. Guaranteed to be in 1st class order. A bargain. Milwaukee Scale & Supply Co., 102 Sycamore St., Milwaukee, Wis.

**100 TON FAIRBANKS** Track Scale, 50 ft. Type Registering Beam, for sale, overhauled this year and as good as new. For quick sale \$500.00 F. O. B. Omaha. American Supply & Machinery Co., Omaha, Nebr.

**RICHARDSON AUTOMATIC BAG SCALE.** New. Suitable for track, complete, used 10 days. Very cheap.  
NATHAN KLEIN & CO., 210 Center Street.  
New York City.

**SCALES REPAIRED AND SOLD**  
50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.  
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Large quantity balata, canvas and friction surface rubber belting, A-1 condition. Any size, any length, at prices that are interesting.

**National Belting and Salvage Company**  
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**LEATHER RUBBER BELTING CANVAS STITCHED**  
An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.  
**TEUSCHER** AND SON  
MACHINERY SUPPLY CO.  
527 N. Second St., St. Louis, Mo.  
Send for No. 18A BARGAIN PRICE LIST

**MACHINERY**  
For Grinding, Elevating and Conveying all kinds of grain, of standard makes, from smallest to largest capacities.

**NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY**

**Big Stock**

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 78-B

**B. F. GUMP CO.**  
THE MILL SUPPLY HOUSE  
431-437 South Clinton Street, CHICAGO, ILL.



## BAGS FOR SALE.

**SECOND HAND BAGS FOR ALL PURPOSES.** Offices: N. Y., Pittsburgh and Utica. Utica Bag & Burlap Co., 438-40 Whitesboro St., Utica, N. Y.

**2000—2ND HAND Cotton Grain Bags** for sale. Hold 2½ bushels wheat. Price 25c each F. O. B. St. Louis. Address: Foell & Co., 123 Market St., St. Louis, Mo.

## TARIFFS WANTED.

**COPIES OF BURLINGTON TARIFFS** No. 5400 A and No. 5600 A wanted. Will pay liberally for copies. Address: F. W. Elder, Hastings, Neb.

## WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, and sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. **READ and USE THEM.**

**SEED BUYERS AND SELLERS** can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

## BAGS—BAGGING—BURLAP.

**BURLAP BAGS OF EVERY KIND FOR SALE;** new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. **WM. ROSS & CO.,** 409 N. Peoria St., Chicago

**News of new grain elevator machinery and supplies** is of business importance to every elevator owner and operator who is willing to effect economies in the handling of grain thru his house by the adoption of the latest and best mechanical facilities obtainable.

Such equipment is always the cheapest in the long run. Consult our advertising columns for desirable equipment.

## You Can Make

the Grain Dealers Journal worth much or little to your business. It represents the labor of nearly a thousand persons using equipment that costs nearly a million. All of it is in the interest of your business and you will find suggestions and pointers in both the reading and advertising pages of real value, if you will but read and heed the message.

## FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. **Ansted & Burk Co.,** Springfield, Ohio.

## SCREENINGS WANTED.

**CORN, WHEAT, Barley, Seed Screenings, Oat Clips and Elevator Offal.** Send average sample. **Geo. B. Matthews & Sons,** 420 South Front Street, New Orleans, Louisiana.

**OFF-GRADE WHEAT, BARLEY,** Corn or Oats, Wheat Screenings, Corn Screenings, Corn Bran, Oat Screenings, Oat Clippings, Barley Screenings, Barley Chaff or elevator screenings of any kind wanted. Please send samples. **B. J. Burns,** 324 Chamber of Commerce, Buffalo, N. Y.

## OFFICE SUPPLIES.

**SAFES**—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. **The Howe Scale Co. of Ill.,** 512-514 St. Charles St., St. Louis, Mo.

**OFFICE DESKS,** Office and Store equipment for sale. Prices that are "RIGHT." Goods that are more than "RIGHT." Write for MAIL ORDER Catalogue. **Wichita Store & Office Equipment Co.,** 147 N. Emporia Ave., Wichita, Kan.

**FOR SALE**—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. **Minnesota Typewriter Exchange,** Department G, 236 Fourth St. South, Minneapolis, Minnesota.

## WANTED

Red Clover Seed, Buckwheat, Grain and Sunflower Seed.

**P. L. ZIMMERMAN CO.**

411 Merchants Exchange ST. LOUIS, MO

## Your Advertising Seed

may grow anywhere, but you are sure to reap a bountiful crop of large orders when planted in our "Seeds Wanted - For Sale" department.

## Directory Grass Seed Trade

### ARNHEM, HOLLAND.

Wm. E. Busgers & Co., European fancy natural gr. seed

### ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

### BALTIMORE, MD.

Belt Seed Co., The, importers & exporters seeds. Scarlett & Co., Wm. G., wholesale seed merchants.

### BELFAST, IRELAND.

McCausland, Sam'l., Ryegrass & Dogstail.

### BUFFALO, N. Y.

Whitney-Eckstein Seed Co. wholesale seeds.

### CHICAGO, ILL.

Dickinson Co., The, Albert, seeds. Illinois Seed Co., The, grass and field seeds. Johnson, J. Oliver, seed merchant.

### CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

### CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

### CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds. Crawfordsville Seed Co., seed merchants.

### EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

### FARIBAULT, MINN.

Farmer Seed & Nursery Co. seed corn & grass seeds.

### GIBSON CITY, ILL.

Noble Bros., wholesale seed merchants.

### INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

### KANSAS CITY, MO.

Harnden Seed Co., field & grass seeds. Missouri Seed Co., wholesale exports and imports. Peppard Seed Co., J. G., wholesale seeds. Rudy-Patrick Seed Co., wholesale seeds.

### LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain & field seeds. Lewis Implement & Seed Co., field seeds & implements. Louisville Seed Co., clover & grasses. Wood, Stubbs & Co., grass & garden seeds.

### MACON, GA.

Georgia Seed Co., field and garden seeds.

### MILWAUKEE, WIS.

Courteen Seed Co., field seeds. Kellogg Seed Co., grass and field seeds. L. Teweles Seed Co., field seeds.

### MINNEAPOLIS, MINN.

Dickinson Co., The, Albert, seeds. Minneapolis Seed Co., seed merchants.

### NEWBERN, TENN.

Cole Seed Saver Co., Japan clover wholesale.

### NEW YORK, N. Y.

Loewith Larsen & Co., grass & field seeds. Doughten, Inc., H. W., grass & field seeds. Nungesser-Dickinson Seed Co., wholesale seed merchants. Radwaner Seed Co., I. T., fld. & gr. seeds, ex. impta.

### OKLAHOMA CITY, OKLA.

State Seed Co., The, garden & field seeds.

### PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

### ST. JOSEPH, MO.

Chesmore Seed Co., field seeds.

### ST. LOUIS, MO.

Schisler, F. & G. S. Co., A. W., seed merchants. Manglesdorf, Ed. F. & Bro., wholesale field seeds.

### ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

### TOLEDO, OHIO.

Flower Co., The S. W., seed merchants. Hirsch, Henry, whole. flour, seed. Toledo Field Seed Co., The, clover, timothy.

### WICHITA, KANS.

Ross Bros. Seed Co., fld. seeds, alf., kafir, sweet corn.

*In everything pertaining to the grain and elevator interests this Journal tops the list, and we're in a position to connect you quickly with representative shippers everywhere.*



## SEEDS FOR SALE—WANTED

**A. W. SCHISLER** FIELD AND SEED COMPANY  
53 Years Service      GARDEN  
Buyers and Sellers      Bag or Car Lots  
St. Louis, Missouri

**WHITNEY-ECKSTEIN SEED CO.**  
Wholesale Seed Merchants  
**BUFFALO, N. Y.**  
CORRESPONDENCE INVITED

**MINNEAPOLIS SEED COMPANY**

WHOLESALE FIELD SEEDS

**HARDY NORTHERN GROWN SEEDS OUR SPECIALTY**

ASK OUR BIDS BEFORE SELLING.      BUYERS, RECLEANERS, SELLERS.      WRITE OR WIRE FOR SAMPLES AND PRICES.

**TIMOTHY, CLOVERS, MILLETS**

GRASSES, FORAGE SEEDS, SEED GRAINS, PEAS, BEANS AND SCREENINGS

SEED ELEVATOR AND WAREHOUSES,  
34TH TO 35TH STS. AND RAILROAD  
AVE. SO., ON O. M. & ST. P. RY.P. O. ADDRESS: LOCK DRAWER 1546  
OFFICES: 3444 RAILROAD AVE. SO.  
MINNEAPOLIS, MINN.GRAIN ELEVATORS AND WAREHOUSES,  
35TH TO 37TH STS. AND RAILROAD  
AVE. SO., ON O. M. & ST. P. RY.**THE HARNDEN SEED CO.**

Field and Garden Seeds—Onion Sets

*Write for our Surplus List of Garden Seeds*

505 WALNUT STREET

KANSAS CITY, MO.

**TIMOTHY SUDAN**  
**ALFALFA**  
**FEED MILLET**

**RUDY PATRICK**  
**SEED CO.** KANSAS  
CITY, MO.

**The Toledo Field Seed Co.**

Clover and Timothy Seed

Consignments solicited.      Send us your samples.  
TOLEDO, OHIO

IMPORTERS      EXPORTERS

**GRASS and CLOVER SEED**Buyers and Sellers of Timothy, Red Clover, Alsike, Alfalfa, White Clover, etc.  
**NUNGESSER-DICKINSON SEED CO.**  
New York, N. Y., U. S. A.

**Crabbs Reynolds Taylor Company**  
CRAWFORDSVILLE, INDIANA

Buyers and Sellers  
CLOVER AND TIMOTHY SEED—GRAINWe **SEEDS** WeJ. G. PEPPARD SEED CO.  
Kansas City, Mo.

**ALFALFA HAY**  
**POTATOES**

FOR SALE IN CAR LOTS

Bighorn Basin Produce Co.  
POWELL, WYOMING

*Write to Kellogg*

We are paying top-of-the-market prices for  
ALSIKE  
RED CLOVER  
WHITE CLOVER  
ALFALFA  
SWEET CLOVER  
Send us Samples

Whenever you're in the market—to buy or to sell—in carload lots or less—it will always pay you to write to Kellogg.

**Kellogg Seed Co.**  
FIELD and GRASS  
1845 FLORIDA ST.      MILWAUKEE, WIS.

## SEEDS FOR SALE.

TIMOTHY SEED on hand, for sale. Address:  
James F. Umpleby, Pana, Ill.FIELD PEAS: Common, June, Chang, Oger-  
naw, Hidalgo. Ask for prices and samples.  
Edw. E. Evans, West Branch, Mich.SUNFLOWER SEED  
WANTED.WE ARE IN THE MARKET for good  
quality Domestic Sunflower. Submit sam-  
ples—quote lowest price.J. BOLGIANO & SON,  
Baltimore, Maryland.SUNFLOWER SEED, Millet Seed, Kafir  
Corn or Milo Maize, Cotton Seed Meal,  
Alfalfa Meal, Buckwheat, Peanut Meal,  
Flax Seed Oil Meal and Oyster Shells  
wanted by Kinsey Bros., North Manches-  
ter, Indiana.

## WE BUY SEEDS

Fancy Grains, Clovers, Grass  
Seeds, Timothy, Field Peas*Send Samples for Our Bids*  
*Sample Envelopes on Request***NORTHRUP, KING & CO.**  
SEEDSMENMinneapolis  
Minn.Salt Lake City  
Utah**The Mangelsdorf Seed Co.**Sweet Clover, Alfalfa,  
Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

**Crawfordsville Seed Co.**

CRAWFORDSVILLE, IND.

## FIELD SEEDS

**WOOD, STUBBS & CO.**

(Inc.)

LOUISVILLE, KY.

Ky. Blue—Orchard—Red Top  
BUY AND SELL  
Also full line Garden Seeds**MISSOURI BRAND SEEDS**

Specialists

KANSAS GROWN ALFALFA  
MISSOURI GROWN BLUE GRASS  
**MISSOURI SEED CO.**  
KANSAS CITY, MISSOURI**H. W. DOUGHTEN**, 59 PEARL STREET  
NEW YORK CITYImporters, Exporters and Jobbers **Grass and Field Seeds**We Are Buyers of NEW CROP ALSIKE  
and Sellers of D. E. RAPE



# SEEDS FOR SALE—WANTED

**L. Teweles Seed Co.**  
Milwaukee Wisconsin

Headquarters for  
Red, White and Alsike  
Clover

Timothy and Alfalfa  
Seed

SEED CORN FIELD PEAS

**FarmerSeed & NurseryCo.**

Growers of Northern Grown  
SEED CORN, CLOVERS, TIMOTHY  
AND ALFALFA  
**FARIBAULT - - MINN**

The J. M. McCullough's Sons Co.  
BUYERS—SELLERS

Field and Garden Seeds  
CINCINNATI - - OHIO

Milo Maize Feterita and  
Kafir Corn Sorghum Grains

Texas has produced nearly three-fourths of these grains in U. S. 1919 Crop Year. We are headquarters for these crops and

**Texas Red Rust-Proof Oats**

Wire or write your Season's Needs

**The Fort Worth Elevators  
Company**

FORT WORTH, TEXAS

**LOUISVILLE SEED COMPANY**

INCORPORATED  
LOUISVILLE, KY.  
Headquarters for  
RED TOP AND ORCHARD GRASS  
BUYERS AND SELLERS  
OF ALL VARIETIES FIELD SEEDS

**HENRY HIRSCH**

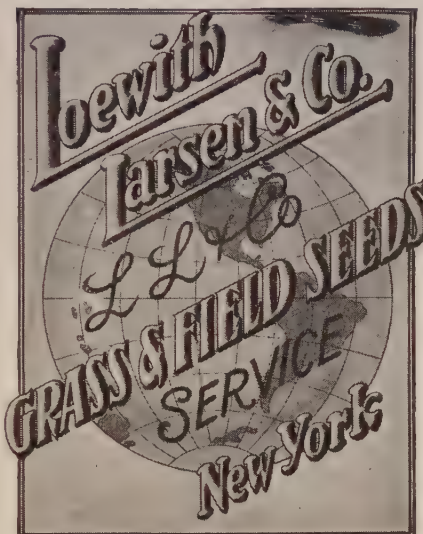
WHOLESALE FIELD SEEDS  
CLOVER—ALSIKE—TIMOTHY—ALFALFA  
Our Specialty  
All Other Field Seeds  
TOLEDO - - OHIO

FLOWER, FIELD and LAWN SEED

**J. OLIVER JOHNSON**

Wholesale  
SEED MERCHANT

1805-9 Milwaukee Ave., CHICAGO, ILLINOIS



**WANTED**

Timothy Seed—Medium Red Clover  
Shippers of all kinds of Field Seeds.  
Poultry Foods—Specialty.  
**JAMESON HEVENER CO.**  
St. Paul, Minn.

**SEND SAMPLES**

of  
Timothy, Red Clover, Alsike, Red  
Top, Hairy Vetch, Bluegrass, Or-  
chard Grass Seed, Rye and Winter  
Oats, to

**The Belt Seed Co.**

Importers and Exporters  
BALTIMORE

We can offer D. E. Rape, Imported  
Orchard, Alfalfa, Crimson Clover  
and Red Clover.

**Crimson Clover**

White Clover

Orchard Grass

Tall Meadow Oatgrass

Ryegrass

**Wm. G. Scarlett & Co.**

Baltimore, Md.

**The S. W. Flower Co.**

WHOLESALE  
FIELD SEED  
MERCHANTS

SPECIALTIES  
RED CLOVER, TIMOTHY  
ALSIKE

**TOLEDO**  
OHIO

THE  
**ILLINOIS SEED CO.**

CHICAGO, ILL.

We Buy and Sell

**Field Seeds**

Ask for Prices

Mail Samples for Bids

By concentrating your advertising in  
THE GRAIN DEALERS JOURNAL  
you can cover the Grain Dealers  
of the country at one cost.

**SEED**

We Buy  
and Sell  
all Varieties  
of Grass  
and Field  
Seeds

**The Albert Dickinson Co.**  
MINNEAPOLIS CHICAGO

DEALERS RAPE JOBBERS  
SPRING VETCH  
CRIMSON CLOVER  
CANARY SEED

**I. L. RADWANER SEED CO.**

SEED MERCHANTS

NEW YORK  
CITY

IMPORTERS

EXPORTERS





# 23rd Annual Meeting

## St. Louis, Mo., Oct. 13-14-15, 1919

### Program National Meeting.

The tentative program for the twenty-third annual convention of the Grain Dealers National Assn., which is to be held at the Planters Hotel, St. Louis, Mo., Monday, Tuesday and Wednesday, Oct. 13, 14 and 15, 1919, follows:

#### MONDAY, OCT. 13, 9:30 A. M.

Call to order by the president.  
Invocation—Rev. Dr. Wm. C. Bitting, St. Louis, Mo.  
Address of Welcome on Behalf of the City of St. Louis—Hon. Henry W. Kiel, Mayor of St. Louis.  
Address of Welcome on Behalf of the Merchants Exchange of St. Louis—E. C. Andrews, president.  
Address of Welcome on Behalf of the State of Missouri—Hon. Frederick D. Gardner, Governor.  
Response on Behalf of the Grain Trade—C. C. Isely, Dodge City, Kan.  
President's Annual Address—P. E. Goodrich, Winchester, Ind.  
Secretary's Annual Report—Charles Quinn, Toledo, O.  
Appointment of Committees.

#### MONDAY, OCT. 13, 1:30 P. M.

Hon. Max Thelen, Director of Public Service, U. S. Railroad Administration, Washington, D. C.  
Note—This address will be followed by a general discussion of the various regulations and orders promulgated by the Railroad Administration. Mr. Thelen will endeavor to answer any question asked by the delegates.  
Transportation—Henry L. Goemann, chairman, Mansfield, O.  
Report of Meetings of the Advisory Committee of the Grain Trade with Julius H. Barnes, United States Wheat Director—Geo. A. Wells, Des Moines, Ia.  
Telephone and Telegraph Service—M. L. Jenks, chairman, Duluth, Minn.

#### TUESDAY, OCT. 14, 9:30 A. M.

"The High Cost of Living"—Thos. E. Wilson, of Wilson & Co., packers, Chicago, Ill.  
Legislation—A. E. Reynolds, chairman, Crawfordville, Ind.  
Membership—Allen Early, chairman, Amarillo, Texas.  
(Following the reading of this report President Goodrich will present the prizes to the four boosters who were at the head of the Roll of Honor list when the regular booster campaign closed on April 7.)  
Advisory Committee of the Grain Dealers National Ass'n—Geo. A. Wells, chairman, Des Moines, Ia.  
Uniform Grades—R. L. Callahan, chairman, Louisville, Ky.

#### TUESDAY, OCT. 14, 1:30 P. M.

"The Government and the Grain Industry"—J. W. Shorthill, Secretary National Council of Farmers Co-Operative Ass'ns, Omaha, Nebr.  
Merchant Marine—Charles England, chairman, Baltimore, Md.  
"Improved Methods in Grain Production"—Charles F. Curtiss, Dean of the Division of Agriculture of the Iowa State College, Director of the Iowa Agricultural Experiment Station and President of the International Live Stock Exposition, Ames, Ia.  
Trade Rules—F. E. Watkins, chairman, Cleveland, O.

#### TUESDAY EVENING, OCT. 14.

Banquet—Addresses to be delivered by Hon. David R. Francis, American Ambassador to Russia, and Hon. Jas. F. Goodrich, Governor of Indiana; Toastmaster, John L. Messmore, St. Louis.

#### WEDNESDAY, OCT. 15, 9:30 A. M.

"Handling the 1919 Wheat Crop"—Julius H. Barnes, United States Wheat Director.  
Note—A general discussion will follow this address. Any questions relative to the wheat regulations will be answered by Mr. Barnes.  
Arbitration Appeals Committee—Elmer Hutchinson, chairman, Arlington, Ind.  
Arbitration Committee No. 1—C. D. Sturtevant, chairman, Omaha, Nebr.  
Arbitration Committee No. 2—R. A. Schuster, chairman, Chicago, Ill.

Arbitration Committee No. 3—S. L. Rice, chairman, Metamora, O.

"Relief or Prevention—Which?"—C. A. McCotter, Secretary Grain Dealers National Mutual Fire Insurance Company, Indianapolis, Ind.

#### WEDNESDAY, OCT. 15, 1:30 P. M.

Natural Shrinkage—Henry L. Goemann, chairman, Mansfield, O.  
Demurrage—Wm. D. Adie, chairman, Portland, Me.  
Crop Reports—W. A. Cutler, chairman, Adrian, Mich.  
Hay and Grain Joint Committee—Samuel Walton, chairman, Pittsburgh, Pa.  
Unfinished business.  
Election and installation of officers.  
New business.  
Adjournment.

#### ENTERTAINMENT.

Monday, Oct. 13—Orpheum Theater, at 8 p. m., for ladies and gentlemen.  
Tuesday, Oct. 14—At 11 a. m., automobile ride through the city for the visiting ladies with luncheon at the Bellerive Country Club at 1 p. m.  
Tuesday night, Oct. 14—Dinner at the Missouri Athletic Ass'n at 7 p. m., for ladies and gentlemen.

THE CONTROL of wheat prices will be maintained in Spain with the price of the 1919 crop approximately \$2.52 per bu. If the growers refuse to sell and the wheat is seized the price will be less. The payment for milling has been fixed at 63c per bu.

### Notes of the Coming Convention.

Sioux City is arranging to send a delegation of thirty grain dealers. This vigorous young market is after the next convention. The Sioux City grain dealers have arranged to give the visiting delegates an especial entertainment.

Golfers are invited to bring their clubs. Members of the St. Louis Merchants Exchange all play golf and will be glad to introduce visiting dealers at any of the golf clubs.

The St. Louis Merchants Exchange has reserved the Orpheum Theatre for the night of October 12th. All dealers, their wives and sweethearts will be welcome.

Every grain shipper will be much interested in the address of Max Thelen, Director of Public Service, U. S. Railroad Administration, Washington. Mr. Thelen will discuss Order No. 57A and document No. 9009 pertaining to loss and damage of grain in transit; Order No. 15 and supplement No. 2 concerning maintenance of side tracks; uniform lease for shippers, loading minimums and other problems involved in the transportation of grain, which have been the subject of orders by the Railroad Administration since the Government undertook the operation of the railroads.

Dealers who have deep-seated convictions regarding matters meriting consideration of the Resolution Committee should place their ideas in writing and present them to the Chairman of the Resolution Committee who will shortly be appointed. It is the intention of President Goodrich to appoint a Resolution Committee in advance of the convention so that the members may have more time to give serious consideration to the problems of the trade.

### YOU are Invited.

In a few days the twenty-third annual meeting of the Grain Dealers National Ass'n will convene in the hospitable city of St. Louis. There have been many big conventions of grain men in the past but none of such transcendent importance as the forthcoming meeting.

Last year when we met at Milwaukee, the great war was on. The whole world was praising our country and our heroic soldiers. Now the war is over but to many of us the problems of peace appear to be fraught with more danger than the perils of the battle field.

Tremendous problems confront the grain trade and perplex every lover of our country. These questions are to be discussed by men of national reputation. We have secured for our program speakers of world-wide renown.

Come and listen to them and lend your counsel. The trade needs your advice and we believe you should hear the things that are to be said. You cannot fail to gain valuable information by mingling with your brother dealers and exchanging ideas. Their problems are your problems. Their telling how they have successfully handled them will aid you. May we not have the pleasure of meeting you at St. Louis Oct. 13, 14 and 15? That splendid city extends a cordial invitation. "Come and let us reason together."

P. E. GOODRICH, President.  
Grain Dealers National Association.

### G. D. N. A. Conventions.

1919—Oct. 13-14-15, St. Louis, Mo.  
1918—Sept. 23-24-25, Milwaukee, Wis.  
1917—Sept. 24-25-26, Buffalo, N. Y.  
1916—Sept. 25-26-27, Baltimore, Md.  
1915—Oct. 11-12-13, Peoria, Ill.  
1914—Oct. 12-14, Kansas City, Mo.  
1913—Oct. 14-16, New Orleans, La.  
1912—Oct. 1-3, Norfolk, Va.  
1911—Oct. 9-11, Omaha, Neb.  
1910—Oct. 10-12, Chicago, Ill.  
1909—Oct. 6-8, Indianapolis, Ind.  
1908—Oct. 15-17, St. Louis, Mo.  
1907—Oct. 2-3, Cincinnati, O.  
1906—June 4-5, Chicago, Ill.  
1905—June 2-3, Niagara Falls, N. Y.  
1904—June 22-24, Milwaukee, Wis.  
1903—Oct. 6-8, Minneapolis, Minn.  
1902—Oct. 1-3, Peoria, Ill.  
1901—Oct. 2-3, Des Moines, Ia.  
1900—Nov. 20-21, Indianapolis, Ind.  
1899—Oct. 18-19, Chicago, Ill.  
1898—Nov. 2-3, Chicago, Ill.  
1897—June 29-30, Des Moines, Ia.  
1896—Nov. 9, Ass'n formed at Chicago, Ill.

CONSUMPTION of wheat flour has increased nearly 15% or 3,000,000 barrels in the past 70 days according to the U. S. Grain Corporation. This shows that housewives have effected a direct saving by eating more bread and less of the higher priced foods. The wheat flour movement from the farms the past week has been less than the corresponding week a year ago, this is the first time this has happened since July 1.



## GRAIN DEALERS JOURNAL

Published on the  
10th and 25th of Each Month at  
305 So. LaSalle Street, Chicago, Ill., U. S. A.  
Charles S. Clark, Manager.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$1.75; two years, \$3.10; three years, \$4.50; single copy 10c.

To Foreign Countries within the Postal Union prepaid, one year, \$3.00; to Canada \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, SEPTEMBER 25, 1919

BUSINESS must fight unusually hard these days even to get its just deserts. Everyone seems determined to make it the goat.

IDLE dust collectors will not keep the elevator clean. Two more wrecked elevators, the result of explosions of grain dust, are illustrated in this number.

TEXAS CORN is not flooding northern markets as some enthusiasts promised and much of that which has arrived is hot, dirty and weevily. Texas has a large feeder demand of its own.

A DUST explosion is said to clean an elevator so thoroughly no work remains for the dust collectors to perform. But what elevator owner wants his plant cleaned out like the Murray, the Milwaukee, or Port Colborne houses? If you have any doubts about it study our illustrations of the ruins of these elevators.

THE CAR SHORTAGE is due to failure to use the locomotives to keep the cars moving. Several thousand engines are standing idle in the roundhouses all the time because the railroad administration will make a better record for economy by letting loaded cars wait on side tracks until a sufficient number has accumulated at that yard to give an engine and train crew all they can handle. The remedy for this is to assess against the carrier a penalty for unreasonable delay. One shipper, as told in "Asked-Answered" this number, had to pay \$24 interest on a shipment in transit from July 23 to Sept. 2. If the railroad company had this to pay some of those idle engines would be put into service hauling shorter trains.

THE WALKER Grain Co. and its subsidiaries have lost their licenses to handle wheat, and all the members of the Fort Worth Grain & Cotton Exchange are weeping copiously—alligator tears.

DO YOU know what it costs to handle grain thru your elevator. If you are not sure of it better find out, so you can determine the margin needed to meet all your operating and marketing expenses.

GRAIN shippers everywhere will be pleased to know that a re-enforced concrete box car is soon to be placed on the market and the designer maintains that it will be ideal for transporting granular material of all kinds because leaks will not be possible.

DEALERS who do not confirm in writing every verbal contract to purchase or sell grain, thereby leave the way open to many expensive misunderstandings and differences. Margins of profit are so small that grain dealers cannot afford to take unnecessary chances.

AUSTRALIA in the hope of encouraging its farmers to continue growing wheat has guaranteed them five shillings a bushel for the next crop. While the Australian farmers may be satisfied with this small guaranty, they would no doubt be much better off with a free market.

MR. BARNES in addressing the bakers at Chicago this week said it was unfortunate that Government control of manufacturing industry had been maintained long after the war. Most grain dealers think that it was a good deal more than unfortunate, in fact, the sentiments of most of them are not printable.

MANY dealers of the winter wheat districts will soon cease handling wheat and making reports to the U. S. Grain Corporation, and the spring wheat crop is so short in many districts the dealers have nothing to report so licenses will be worthless. However, no dealer will regret to stop making weekly reports to the Wheat Dictator. Grain dealers are sick and tired of Governmental interference with their business.

FREE RECONSIGNMENT of grain where orders were given before the close of the day on which the inspection was completed by 11 a. m. was almost secured for every grain market. The I. C. Commission suspended a number of tariffs and requested the carriers to rearrange them so as to allow free reconsignment of grain, inspection of which is reported before 11 a. m. of the day of inspection. By withdrawing the objectionable tariffs the carriers left in effect the tariffs that were to have been superseded by the tariffs which were suspended by the Commission. So reconsignment now costs nothing to \$5 depending upon the tariff governing. If the grain shippers and receivers will join in a strong demand for free reconsignment everywhere they will soon gain their point for the Commission seems to be favorably disposed. The action of the railroads virtually voided the order of the Commission so it is not likely to hesitate to issue a new order giving the grain trade everywhere free reconsignment as contemplated.

CLOSING its distilleries has not hurt the Peoria market. In one day recently 82 cars of corn were received, and its new feed mills are not yet running.

THE U. S. Grain Corporation has but ten months more in which to interfere with the wheat trade, which may account for its working overtime in Indiana.

TEARS will be shed by Hoover when he learns that thousands of bushels of wheat are piled out in the open on the ground for want of cars in which to ship.

SIDE TRACK AGREEMENTS were the subject of an interesting and valuable report by a com'tee of the National Industrial Traffic League, published elsewhere in this number.

PROOF that wheat bot contained smut and dirt to warrant the dockage taken should be gotten on the records if the grain buyer hopes to save himself from a claim for refund. Failure to get such facts before a jury cost one South Dakota elevator company \$208 in the Supreme Court.

"DISTRESS WHEAT" is not a new variety originated by an experiment station. This peculiar kind of wheat was created by the U. S. Grain Corporation, propagated by the U. S. Railroad Administration and discovered by the sec'y of the Texas Grain Dealers Ass'n, who has made it the subject of lengthy correspondence.

STEEL ROLLERS getting \$30 a day and their families lived on porterhouse; but while on strike will try to make their dollar go farthest by eating wheat bread. The anomaly is thus presented that the harder it is to get cash the more of it will the people spend, for bread. In his talk before the bakers' convention at Chicago yesterday Wheat Director Barnes said he already had detected a tendency in this direction.

SOME shippers have favored our readers with reports on a few of the cars which they have seen leaking grain in transit in the hope of helping them to collect for the lost grain. If more dealers would adopt this means of assisting their brother dealers by recouping the losses forced upon them, the railroads might soon be induced to provide better equipment and thus reduce the losses. When your shipment is reported acknowledge the favor and encourage others to report.

PRESIDENT Goodrich has decided to appoint a Resolutions Committee in advance of the national meeting of the National Ass'n with the hope that each member will be able to give more serious consideration to the trade needs of the time before coming to the convention, and then be able to make a formal presentation of his ideas to the full committee when it convenes. Members having deep-seated convictions on the needs of the trade should write them out and forward them to the Chairman of the Resolutions Committee in care of Secretary Quinn. This year the association should not only draft vigorous resolutions on questions affecting the grain trade, but should follow up their resolutions with a vigorous propaganda in support of them.



CORN has ripened under ideal conditions in many parts of the country, so that the country shipper probably will realize a good price for his low grades, since the terminal mixers can use dry mature grain to better advantage.

INSPECTION and weighing fees are being raised by the different markets, one by one, which is another argument for a larger buying margin for the country shipper. The latest to line up their charges are Buffalo and New Orleans.

ANOTHER GRAIN DEALER who has been most successful handling grain is now in the hands of his creditors thru making outside investments. As a place for surplus profits first mortgage bonds are better than shares in oil companies, mines or automobile factories.

THE WINTER wheat acreage will be materially reduced this fall principally because the fields have been so dry, farmers could not plow their fields, and then too, the U. S. Department of Agriculture has issued a bulletin recommending a reduction in the acreage to 42,000,000 acres. Every farmer will be guided by his own judgment as to what the price will be next year and none identified with the wheat trade are happier over the prospective termination of Governmental domination and control of the wheat market than the farmers—they all are sick and tired of political interference.

FOOD production and manufacture will be regulated, controlled, restricted and dominated by a Food Commission if Congress passes the bill drawn up by the officials of a number of farm organizations and now pending. It is designed to give the proposed commission quasi-judicial functions and authority to determine and regulate profits. If a commission is necessary to the enforcement of every fool law that goes on the statute books, then soon the entire population will be enlisted to form the requisite number of commissions to enforce the laws. This commission plan of securing the interpretation and enforcement of laws is so much more expensive than the old plan of leaving the enforcement of the law to the prosecuting attorneys that the tax payers must soon, in self defense, call a halt.

COMPULSORY signing of side track leases is dead since Director General Hines has changed McAdoo's famous Order No. 15. The original order provided that where existing industry tracks were not covered by written agreements they would be maintained at the expense of the industries, but that written agreements were to be carried out. The change made by the present administration of the railroads puts grain shippers having no agreement in the same position as those who already had an agreement. In other words, if the understanding has been right along that the railroad company maintained the track, at its own expense, it must continue to do so. Shippers who would like to know just what to do when a railroad company presents an unreasonable contract for a side track should read the report of the Industrial Traffic League meeting published on page 527.

LICENSING business may appeal to the average bucolic as a splendid thing for some one else's business but entirely unnecessary and intolerable as relates to his own business. The politicians seem to be desirous of securing more places for their henchmen and this plan would seem to afford lucrative employment for many of them. Business associations everywhere are protesting against any such legislation by the Federal Government and every grain dealer man can well afford to protest vigorously in the interests of his own business.

IS THE agitation by the government to "scare" old man H. C. L. off his lofty perch going to prove a good thing for business, even if the prices do fall? Cannot the prices be carried below a point where it is safe for general business. It is right and just that profiteers should be punished, but there is danger when the government goes into business, both wholesale and retail. The prime need of the country is stability of prices, on a higher level or at a reduced level. But stability of prices and wages is necessary to give both employer and employee a fair opportunity.

### Collective Bargaining.

The original purpose of the Constitution of the United States was to establish justice for all citizens, and the laws enacted by Congress and the state legislatures during the first 125 years of the nation were intended to secure equal justice for all, but so many laws have been drafted during recent years by men unfamiliar with the letter and spirit of our institutions that our lawmakers in their haste to multiply the number of laws have been led into ignoring justice and the rights of the majority.

Vicious labor union lobbies long since bulldozed lawmakers into granting them the special privilege of collective bargaining, while any transaction of this nature by other citizens is a crime punishable by fine and imprisonment. The milk producers having recognized the advantage of bargaining collectively have been doing so to the increased cost of consumers, and now they are being prosecuted. Sad to relate the discrimination distresses farmers everywhere and naturally they are urging Congress to give farmers the special privilege to bargain collectively in utter disregard of the rights of other citizens. The House is wavering between the demands of the few and the rights of all and last week voted both for and against collective bargaining. It seems the majority of our congressmen have not sufficient backbone to hold out against any persistent lobby which claims to represent a large number of voters and they grant every demand regardless of the injustice to the silent millions back home.

If the farmers get the right to bargain collectively the consumer will pay more for food than ever, and the grain dealers short on the market will be held up to the sky by the combination of producers who will always hold until they get their price. Grain dealers who believe in fair laws for all should hasten to wire their congressmen to refuse the right of collective bargaining to all citizens or else grant it to all.

### The Fifth Dust Explosion.

Illustrated in this number of the Journal are the wrecks of the fourth and the fifth grain dust explosions to occur in 1919. The loss of life and property in each of the five explosions has been ample warning to grain elevator owners that they must keep their plants clean, free from dust and well ventilated.

The damage to the working house at Port Colborne was so great that it is now being demolished, preparatory to rebuilding of reinforced concrete. The Murray Elevator is also damaged beyond repair. The walls of the Murray elevator at Kansas City being formed of tile, did not offer much resistance to the force of the explosion, but the very fact that some of the piers of the first story were blown out and large blocks of concrete were hurled 350 feet, would seem to give ample proof of the great force of the explosion. The explanation of the cause of the explosion in the Buffalo elevator which is given on Page 534 of this number, emphasizes the necessity of eliminating all combustible material from the construction of terminal, transfer and cleaning elevators. Its use is fraught with too much danger.

So long as grain is handled in bulk, great clouds of dust will arise from it and this dust will settle on ledges wherever found only to be dislodged whenever jarred or jolted. In most of the grain dust explosions the real destructive force has come from the explosion of the dust stirred up by a small explosion.

The explosion in the Murray elevator at Kansas City is thought to have started in the first story of the working house and spread to the highest point of the cupola with lightning rapidity; in fact, survivors of this plant have so far admitted recognition of only one explosion. In the Port Colborne explosion, the trouble is thought to have started in a working story over the storage tanks, but the entire plant was quickly blown to pieces. The Port Colborne elevator and the Kansas City elevator were engaged in handling wheat principally, and both explosions occurred shortly after noon.

While there's much speculation as to what started these fires, no one seems satisfied that he is right. However, all authorities are agreed that grain dust suspended in the air in an enclosure and exposed to a spark or flame is alone to blame for the great destruction, so it remains for the grain elevator engineers and students of dust collecting problems to devise some practical means of quickly collecting and removing from the elevator more of the dust.

The Murray Elevator carried \$250,000 explosion insurance, but that would not come near to covering the loss. If elevator owners are willing to have their plants cluttered with dust, they must for their own protection take out not only insurance on their plant against damage by dust explosion, but also insure the lives of their employees.

The crying need is not only for more complete installations of dust collecting equipment, but for the maintenance and operation of the equipment continually. The complaint of elevator superintendents, that it requires much power to keep the dust collecting equipment operating continually, is not sufficient



excuse for tolerating the hazard. They must admit that its operation is far more economical than disposing of the dust by an explosion which also disposes of the elevator.

The grain transfer or cleaning plant of the future must be free from cracks, crevices and ledges, facilitating the accumulation of dust; it must be equipped with the best dust collecting apparatus obtainable and all stories must be thoroughly ventilated.

Years ago a line of country elevators was built on the Northwestern in Illinois and the head of each leg was connected with a ventilator on the roof and often have we heard the originator of this idea tell how these ventilators "smoked" continually when the legs were being operated. In some plants the dust is drawn out of the elevator heads by suction and the elevator heads of the Port Colborne elevator were equipped with a dust collecting system for the purpose of removing the dust, but the Government officials insisted that the dust belonged to the shippers and instructed the Superintendent to leave it in the grain.

Inasmuch as this dust cannot be left in the grain with safety, all transfer, cleaning and terminal elevators will soon be taking it out and at the expense of the shipper. It has no place in the grain and once removed should be kept out. If the grain were thoroughly cleaned upon its receipt in an elevator and the dust immediately removed from the house, a further reduction in explosion hazard of the plant would be effected.

The lives of the 62 persons killed in the dust explosions this year should not be sacrificed in vain. Let everyone identified with the operation of grain elevators help to keep them clean and to eliminate this hazardous feature.

## Contribute to Freight Car Efficiency.

The Director General of railroads in the hope of promoting freight car efficiency is asking shippers to load all cars to full visible capacity. Grain shippers should ignore all such requests as such loading will not contribute to freight car efficiency, but will result in delaying both the grain and the car.

If box cars are loaded to a line higher than 24" from the roof, samplers cannot obtain a fair average sample of car's contents so both sale and its unloading will be delayed. What is more, it is an easy matter to overload a box car with heavy grain and if roughly handled when so overloaded, the car is likely to be put out of commission for the balance of the term the railroads are operated by the Government.

Grain shippers who overload cars not only greatly increase the chances of a leak in transit, but also endanger the safety of their own property, the railroad property and the lives of its employes because the overloaded car may break down and wreck a train. Shippers will promote their own interests and the interests of the railroad by loading cars so they can be promptly sampled and the heavier the cars are loaded, the greater the need for car-liners and careful cooping. The Director General's recommendations are applicable to much freight, but he surely did not have grain in mind when he sent out his appeal to shippers.

## The Grain Corporation Must Stand by Its Agreement.

Wheat dealers everywhere resented so vigorously the retroactive refunding orders of the Grain Corporation last October that there was little prospect of more than half the dealers taking out licenses to handle wheat of the 1919 crop. All resented the continued interference with their business and few seemed willing to consider favorably any agreement with the Grain Corporation for the handling of the new crop. Finally Zone Manager, Bert H. Lang of St. Louis on July 9th issued a statement to the effect:

"I can say to you definitely now that the seller of wheat to country buyers forfeits his right to appeal when he accepts payment without protest, except on the ground of fraud or misrepresentation on the part of the buyer, and that this applies not only to grade, dockage and price discount but to prices basis as well."

With that understanding the wheat dealers entered into a new agreement with the U. S. Grain Corporation and took out a new license to handle wheat of the 1919 crop. Many dealers who handled the 1918 crop on what was considered a fair margin were required to make an additional payment to producers long after all the wheat of their section had been marketed, and long after they had any opportunity to readjust their selling prices. The order requiring them to make refund after the crop had been moved, precluded any possibility of their changing either their grading or price, hence they had no opportunity to protect themselves, and many dealers lost heavily as the direct result of the very unfair retroactive order by Zone Manager, Edward M. Flesch who was then in charge of the St. Louis zone.

The new agreement entered into by country wheat buyers with the Grain Corporation requires them to post in their various places of business a notice to producers of wheat to the following effect:

"For the proper enforcement of the above rule the licensee shall keep a record showing all purchases from the producer, name of the seller, date, quantity, grade and dockage fixed and price and reasons for fixing grade under No. 1, including test weight; and on all parcels of wheat on which there is a dispute as to grade and dockage or price between the licensee and the producer at the time of delivery, a notation thereof shall be made upon the records of the licensee and a sample shall be drawn by the producer and the licensee and forwarded in a proper container to the Vice-President of the Grain Corporation, in the zone, in which the purchase is made."

At various meetings of grain dealers, the zone managers gave the wheat dealers clearly to understand that they would not be kept in suspense one minute after producers had accepted payment for wheat delivered, as such acceptances would preclude the possibility of any complaint or dispute receiving consideration at the hands of the Grain Corporation. Had the Grain Corporation refused or neglected to give such assurances to country wheat buyers, then many of them would not have purchased one wagon load of this year's crop. Many grain dealers of the wheat section not fearing that the Grain Corporation would live up to the letter and the spirit of its agreement have joined heartily in the work of moving the crop and striven earnestly to expedite the marketing of all wheat without waste and to the best advantage of all concerned.

Notwithstanding the Grain Corporation's formal agreement with the wheat handlers, Zone Manager Irwin now seems determined to ignore the agreement with the country elevator operators and is attempting to force at

least one Indiana dealer to pay a producer 5c a bushel more even though the dealer left the elevator with his pay for the wheat without complaint or dispute. If the U. S. Grain Corporation is not willing to stand by its agreement with the wheat dealers of the land, then we doubt very much if any of them will be willing to buy any more wheat. The grain trade has suffered so much needless interference at the hands of the Grain Corporation that it is not in a mood to tolerate any further injustice at the hands of misguided managers.

While the Indiana controversy has not yet been disposed of still the Zone Manager persists in requesting an additional payment, utterly oblivious of the fact that he has fallen in the hands of a band of scheming agitators who are using him and the controversy for the promotion of their own agitation, with no care as to whether or not any additional payments are made. The grain dealers of the land have sacrificed so much as the result of the war, it seems ridiculous that they should be called upon to tolerate unfair and unreasonable regulations long after the smoke of battle has died away. Their patient submission to this latest attempted injustice would no doubt be but a stepping stone to even more unfair regulations at the hands of the Grain Corporation.

## Another Inspection Bill

The Haugen Bill now pending in the House of Representatives provided for the regulation of the manufacturer of feedstuffs, and as usual with all measures designed to provide a number of places for sap-suckers it provides for inspections and regulations which places the burden of the law on those who willingly strive to deal fairly, and to abide by all law. Firms having established businesses and reputations always strive earnestly to avoid any violation of law which will cast the least reflection on their business integrity or the quality of their products.

The sharper and the trickster who have never hesitated to prey upon credulous bucolics whenever the opportunity afforded will continue to profit by their sharp practices and simply change their name every time they are caught. Manufacturers or mixers of this stripe live only for today's profits—they never have an eye to the future, so that a law providing for the inspection of feedstuffs and a surveillance of manufacturers is not likely to reduce the number of impostors. On the contrary it will restrict and retard good firms having an established reputation to maintain and make it easier for the sharpeners to impose upon the buyers of feedstuffs. At the same time such a law places a perpetual tax on all buyers of manufactured feedstuffs and thereby makes one more contribution to the high cost of living.

If Congress would simply enact laws providing heavy fines and imprisonment for swindlers who deliver mixed feedstuffs not up to the standard of ingredients claimed at time of sale then the penalty for swindling would be placed where it belongs, that is, upon the real offender and not upon the responsible firms who have always striven to observe the law.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Recovery of Interest on Delayed Shipment?

*Grain Dealers Journal:* We shipped a car of grain to Chicago July 23 which arrived there Sept. 2. Can we recover \$24, the interest, on this?—Farmers Co-op. Elevtr. Co., Blanchard, Ia., S. C. Russell, mgr.

### Patent on Seed Cleaning Machine.

*Grain Dealers Journal:* About two years ago the Journal published an illustration of a machine, patented by Shirl Herr, for cleaning clover seed. When did this appear in the Journal and what was the number of the patent covering the device.—Kellogg Seed Co., Milwaukee, Wis.

*Ans.:* Mr. Herr's patent was published in the Journal Mar. 10, 1917, page 409, and the number is 1,216,803.

### Discontinuing Station?

*Grain Dealers Journal:* I have been station agent for the P. C. C. St L. R. R. Co. for 35 years in succession. They claim the office does not pay so they will abandon it Oct. 1. I think the office is a public necessity and it is a question in my mind whether they can discontinue this office. I wish you would advise us whether they can do this or not.—John C. Smith, Fenns (Shelbyville p. o.) Ind.

*Ans.:* Under the Indiana law no railroad can abandon a station without permission from the Public Service Commission of Indiana, so Commissioner J. W. McCordle states, and complainant should take up the matter with the Commission.

### Car Must be Billed from Contract Point.

*Grain Dealers Journal:* On Aug. 13, we sold car of rye to Tausend & Maloney of Grand Rapids, Mich., at \$1.50 per bushel track Leslie, Mich. We shipped the car from Constantine, Mich. Tausend & Maloney refuse the shipment because we shipped from Constantine instead of from Leslie. The car was shipped to Detroit, for export as per their instruction. Rate to New York is 29c from both shipping points. What, if any, is our redress?—Leslie Elevator Co., Leslie, Mich.

*Ans.:* Shipper selling track one station can not load at another station and apply on contract without consent of buyer, even tho the rate be the same from both points. Having placed himself in this position, shipper should ascertain from buyers whether they consider the contract canceled or are still holding him for a car to be loaded at Leslie. If a difference develops arbitration probably could be had, as the buyers are members of the Grain Dealers National Ass'n, with which the Michigan Hay & Grain Ass'n is affiliated.

### To Exterminate Weevil.

*Grain Dealers Journal:* What is the best method for treating bins infested with weevil? Please tell me what to procure, and how and in what parts it should be used.—W. D. Kuhn, Detroit, Mich.

*Ans.:* To exterminate weevil in full grain bins, use bisulfid of carbon; but in open rooms containing machinery, use hydrocyanic acid gas. Hydrocyanic gas is a deadly gas generated by placing cyanide of potassium (KCN) in sulfuric acid (H<sub>2</sub>SO<sub>4</sub>). The cyanogen (CN) which is poisonous, combines with the hydrogen (H) of the acid to form the gas HCN. The chemical reaction is the simplest and all the preparations are directed to distribution of the gas and the safeguarding of the life of the operator.

The quantity required is ¼ gramme of cyanide per cubic foot of space to be fumigated. A room

10x10x10 ft., containing 1,000 cu. ft., will require 250 grammes. As there are 28.35 grammes to the ounce, divide this by 28.35 to reduce to ounces, giving 8 4-5 ounces. For each ounce of cyanide allow 1½ times as many ounces of acid, liquid measure. Allow 1½ ounces of water for each ounce of acid.

The acid and water should be distributed in the different rooms in stone ware or china crocks or wooden pails. The acid should be poured into the water, not the reverse, each crock to contain sufficient water and acid to act upon 3 lbs. of cyanide, the crocks having a capacity of 2 or 3 gallons each. The cyanide is tied up in 3 lb. paper packages, and one package suspended over each crock by a string from the ceiling into which a screw eye has been screwed. All the strings from the screw eyes are gathered to one point near the door where the operator is to make his quick exit. Starting on the top floor, the operator lowers the cyanide into the crocks, containing the acid and water, closes the door, and goes to the next floor below and repeats in each floor below to the basement. Do not attempt to escape by ascending a stair in a room after the cyanide has been dropped into the liquid as it is too hazardous. Doors should be barred to keep strangers out.

After 5 to 24 hours the doors and windows should be opened for half an hour or longer to let the gas escape, and in tight rooms and basements, much longer, before entering. Entry should be postponed until after all the characteristic peach-pit odor has disappeared.

If potassium-cyanide is unobtainable, sodium cyanide will answer. The strongest acid should be purchased, if of weaker strength, more must be provided.

The gas will kill all insects and vermin and all larvae.

**To use bisulfid of carbon:** First, clean the bin thoroly, sweeping the sides, and remove all refuse. Make the bin as air tight as possible. Then pour bisulfid of carbon on top of the wheat in the bin and as it evaporates the heavy vapor will sink thru the grain and kill the insects. The gas is poisonous and the operator should avoid breathing it. All fire and naked light should be kept away as the gas is explosive when mixed with air, so that after using, the elevtr. should be aired thoroly before entering. About 1½ lb. per 1,000 cu. ft. should be sufficient.

The bisulfid is much more effective in warm weather than in winter. The use of a greater quantity in cold weather does not help much. The liquid or the vapor does not injure the grain in any way for germination or human food.

If for any reason it is not desired to use the bisulfid of carbon a most effective remedy is hydrocyanic acid gas.

### Licenses Revoked.

The United States Food Administration has announced the revocation of license of the Officer-Smith Grain Co. of Ft. Worth, Tex., making three claims against the firm: First, Unfair and deceptive practices; second, failure of the president of the company to attend hearing and summons and, third, evasion of the revocation of the licenses of the Union Grain Company and the Walker Grain Co., of which companies, the officers are also officers of the Officer-Smith Company. Due to this misconduct the grain corporation will not issue a license as long as the Food Administration license remains revoked.

Such conduct for an established grain firm is inexcusable regardless of the fact that government regulations and the licensing system are considered distasteful to the trade, which wishes to be allowed to conduct its business free and unhampered by Governmental interference.

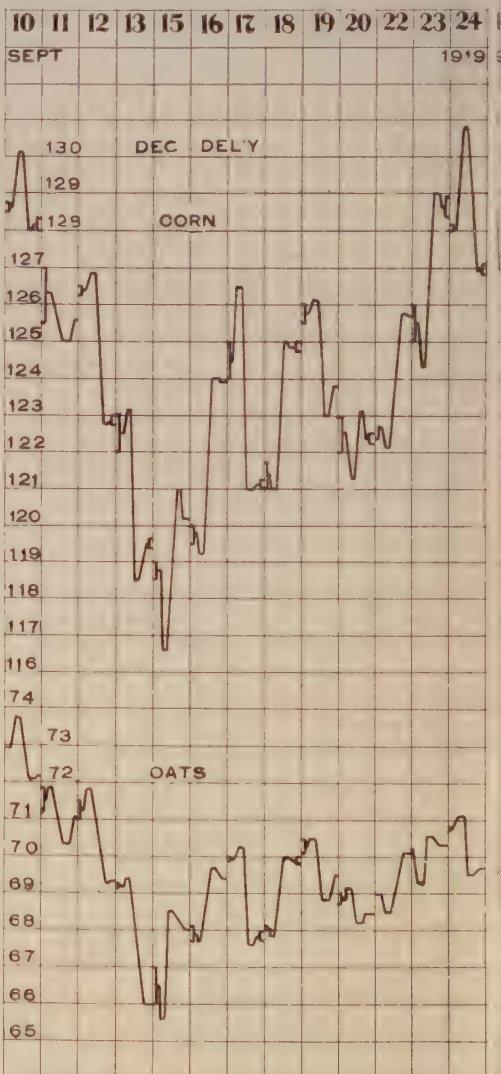
A case of hoarding flour was brought against James Robinson, Potter, Kans., and upon investigation he was found guilty. D. F. Piazek has announced that his license has been revoked.

H. H. Watson Co., of Longview, Tex., has had his license revoked for violation of the Grain Corporation Act. Mr. Watson is charged with failure to appear in response to summons for hearing.

CARRYING out the orders of the court then Corn Produce Refining Co. has sold its Granite City plant to The Best Clymer Manufacturing Co. Its property known as the National Starch Co. was sold recently to the Novelty Candy Co., the company continuing to operate its plants at Argo, Ill.; Edgewater, N. J., and Pekin, Ill., these properties not being affected by the court order.

## Chicago Futures

Opening, high, low and close on corn and oats for the December delivery at Chicago are given on the chart herewith.



### Daily Closing Prices.

The daily closing prices for oats and corn for December delivery at the following markets for the past two weeks have been as follows:

#### DECEMBER OATS.

	Sept. 10.	Sept. 11.	Sept. 12.	Sept. 13.	Sept. 15.	Sept. 16.	Sept. 17.	Sept. 18.	Sept. 19.	Sept. 20.	Sept. 22.	Sept. 23.	Sept. 24.
Chicago	72½	71	69½	66	68	69¾	67¾	69¾	69½	68½	70	70¾	69¾
Minneapolis	70¾	68½	66½	64¾	65¾	66¾	64¾	66¾	66¾	65½	66¾	67½	66¾
St. Louis	74¾	73	71½	68½	69¾	70¾	70	71½	71½	70½	71½	71½	71
Kansas City	71½	70¾	68½	65¾	67½	68½	67½	68¾	68¾	67½	69½	70	71
Milwaukee	72½	71¾	69¾	66¾	68	69½	68	69¾	69½	68½	70	70½	69¾
Winnipeg	78¾	77¾	76¾	74¾	75¾	76¾	76¾	78¾	78	77¾	78¾	78¾	77¾

#### DECEMBER CORN.

	Sept. 10.	Sept. 11.	Sept. 12.	Sept. 13.	Sept. 15.	Sept. 16.	Sept. 17.	Sept. 18.	Sept. 19.	Sept. 20.	Sept. 22.	Sept. 23.	Sept. 24.
Chicago	128	125½	122¾	119¾	120½	122¾	121	124¾	123¾	122¾	125¾	128¾	126¾
St. Louis	130	127½	124¾	121¾	122½	124¾	123¾	126	125¾	124	127½	129¾	128¾
Kansas City	128¾	125¾	122¾	119¾	120½	122¾	121½	124½	123¾	122¾	125¾	128¾	126¾
Milwaukee	128¾	126½	122¾	119¾	120½	122¾	121½	125	123¾	122¾	125¾	128¾	127¾



## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

U. P. 13826 passed thru Modale, Ia., Sept. 24 leaking wheat badly at the door post. The train did not stop but the stream of wheat could be seen a block away.—H. C. Hartsock, mgr. Modale Farmers Elevator Co.

C. R. I. & P. 27966 passed thru Princeton, Mo., Sept. 23, on local freight east bound, leaking wheat at corner and at bottom of car on rear end at east side. Leak noticed by J. B. Wilcox, mgr. Alley Grain Co., Princeton.—A. A. Alley, Alley Grain Co., Mercer, Mo.

N. Y. C. 216838 passed thru Smith Center, Kan., on Sept. 17, with one door about half open but we did not have time to close the door. The seal on the fastener was K-36610.—B. E. Stratton, mgr., Derby Grain Co.

N. K. P. 28778, said to be loaded with wheat, was set out Sept. 15, at Birkbeck, Ill., because of a pair of loose wheels. New wheels were put on and the car left on Sept. 18.—Harry Johnson, agt., C. E. Scholer & Co.

C. M. & P. S. 202556 was set off on the side track at Deer Creek, Ill., Sept. 12, leaking corn very badly at the side. The siding was broken off at the bottom for a space as wide as the car door.—C. C. McGuinis, mgr., Farmers Grain, Live Stock & Coal Ass'n.

U. P. 137192 passed thru Dana, Ia., Sept. 11, leaking white corn badly.—H. E. Moranville.

Southern 122282 passed east thru Laird, Colo., on Sept. 9, leaking along the sides and at the door post.—Farmers Union Co-operative Elevator Co., G. H. Burnett, mgr.

M. K. & T. 90370 passed thru Central City, Neb., Sept. 9, leaking wheat.—Wm. Palmateer, agt., T. B. Hord Grain Co.

I. & G. N. 4542 passed thru Elliott, Ill., Sept. 8, leaking corn at the corner of the car.—J. S. Cameron.

C. M. & St. P. 74018 passed thru Rock Creek, Kan., Sept. 8, leaking wheat on both sides of the door, between door post and siding; bad leak.—H. D. Harding.

N. H. & H. 72766 passed thru Three Rivers, Mich., Sept. 6, bulging, and leaking grain near the door.—G. F. Barnes.

C. & N. W. 54380 passed thru Dwight, Ill., Sept. 6, leaking wheat under corner of grain door. Were unable to repair.—R. A. McClelland, Boston & McClelland.

Wabash 71749 passed thru Lippincott, O., Sept. 5, leaking oats near end.—Bliss F. Russell, Outram & Russell.

T. & N. O. 39061 was in a small wreck near Mercer, Mo., Sept. 5. The car contained wheat, originated at Tyrone, Okla., billed to Minneapolis. It was badly smashed up and fully half of the wheat was spilled, being scattered along the right of way for about 3½ miles. The wheat was salvaged by the railroad company, and loaded into another car. It was very dirty, mixed with ballast, stones and dirt.—A. A. Alley, A. A. Alley Grain Co., Mercer, Mo.

G. N. 300,332, on transfer track at Proviso, Ill., on C. & N-W. Sept. 4, with screenings from New Prague, Minn., was leaking wheat screenings thru floor.—X.

N. Y., O. & W., on transfer track at Proviso, Ill., Sept. 4, was leaking oats thru side sheathing so much that the load was to be put into another car.—X.

L. & N. 100203 passed thru Stewartville, Minn., Sept. 3, leaking barley.—Agt., Cargill Elevator Co.

P. & H. 14184 sprung a leak at Modale, Ia., Sept. 3, and about 6 bus. of white corn wasted; car was patched here by train crew, and our opinion is that on arrival at terminal it will show no leak.—Modale Elevator Co.

M. & St. L. 11276, wrecked near Mercer, Mo., Sept. 5. Originated at Mullinville, Kan., billed to Minneapolis. Car contained wheat and was badly splintered. Quite a lot of the wheat was lost, probably 100 to 200 bus., and was salvaged by the railroad company, together with a goodly portion of stones, dirt and ballast.—A. A. Alley, A. A. Alley Grain Co., Mercer, Mo.

A. T. & S. F. 7892 side-tracked at Hornick, Ia., Sept. 3, leaking corn at drawbar.—H. S. Schmutz, agt., King Elevator Co.

Frisco 125860 passed thru Warren, Minn., on Aug. 29, leaking at the doors.—G. E. Davis.

L. V. 80167 passed thru Warren, Minn., Aug. 29, east bound, leaking at the doors.—G. E. Davis.

C. C. C. & St. L. 51535 passed thru Warren, Minn., on Aug. 25, east bound, leaking on the side, between the door and end.—Geo. E. Davis.

B. & L. E. 80846 passed thru Warren, Minn., east bound, on Aug. 23, leaking at the door post.—G. E. Davis.

A. T. & S. F. 20945 passed thru Dearborn, Mo., Aug. 19, leaking badly at the end. About two bus. of wheat was left in the Dearborn yards.—O. C. Hess, William George Milling Co.

C. N. J. 10747 entered Colfax, N. D., with the drawbar pulled out and considerable grain spilled on the ground there. The grain was salvaged and loaded into C. N. O. car 31073.—Cargill Elevator Co.

S. P. 23009, apparently headed for Kansas City, loaded with wheat, passed thru Galt, Mo., leaking at the side of the door post.—D. H. Clark & Son.

Pennsylvania 54698 passed thru Allison, Ia., east bound, leaking oats along the sides.—L. H. Potter, Hill & Potter Grain Co.

## Fire and Water Make Peculiar Wreck.

Fire broke out at 3 o'clock one morning recently in the cribbed and iron clad elevator of W. E. Riley at Montpelier, O., and bid fair to result in the usual coneshaped pile of mingled grain and charred timbers. It happened, however, that the city water tower and pressure tank was only 200 ft. from the burning elevator, so that the local fire department succeeded in thoroughly soaking all the grain and the bins after the flames had made a quick sweep thru more openly built work floor.

The elevator had been operated the day before and Mr. Riley had left the building at 9 p. m., but he does not smoke. There was no fire in the plant, as the machinery is driven by electric motors with all wiring in approved conduit.

At the time of the fire there was about 4000 bushels of wheat in the house and 1325 bus. of oats. About 3500 bus. of salvage wheat was taken out of the ruins and shipped to the Chicago Grain & Salvage Co., and about 1200 bus. of oats. These oats were very slightly damaged as the most of them were still in the bins left standing over the work floor.

The loss is \$22,000, and insurance \$11,000 on buildings and stock. Mr. Riley, who is one of the successful businessmen of Montpelier, will rebuild at once on the same site. A photograph of this unusual wreck is reproduced herewith.

U. S. WHEAT DIRECTOR, Julius H. Barnes, recently received the decoration of an officer in the Legion of Honor at a luncheon given in his honor by the French high commission at the Midway club of New York.



Remarkable Ruins of W. E. Riley's Elevator at Montpelier, Ohio.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Keeps Walls Swept Clean.

*Grain Dealers Journal:* The method we use of preventing grain dust explosions is to keep our elevators thoroughly swept down at all times and to see that all bearings, journals, etc., are well oiled and running freely. In addition to this, we feel that we receive splendid assistance from Lake Superior—the cool air moisture arising from the lake prevents the atmosphere becoming overheated and dry, and materially helps in preventing conditions which usually cause grain dust explosions.—Capitol Elevator Company, By. A. Bissonnette, Asst. Secy., Duluth, Minn.

### Clean Up and Reduce Explosion Hazard.

*Grain Dealers Journal:* We have not conducted any experiments with dust, to know all of the causes, but our opinion is that most of the dust explosions are caused by a lack of cleaning up the accumulating dust around grain elevators. Cyclone collectors will not do all of this, and it requires hand sweeping to get this scattered dust up to power dust sweepers.

We are sorry that we cannot give you more definite information on the lines you ask, but we know that a crusade of dust cleaning would prevent quite a lot of trouble in grain elevators.—The Barnett & Record Company, F. R. McQueen, pres., Minneapolis.

### Why Freight Rates Rise.

*Grain Dealers Journal:* I have been living in this little town for a number of years. My office is located directly opposite a round house on the Big Four tracks. One master mechanic has done all the repair work on the engines stopped there and his only helpers were four negro hostlers. For years it has been my habit to spend a few minutes daily watching this mechanic hustle about and watching the nigger hostlers back the engines in and out the round house. The other day I noticed several new faces around the round house. The old master mechanic had been pensioned, I was told and they had hired three mechanics and one master mechanic to take the place of the old stand-by, who had singly held down the mechanical end of repair work. But there was another fellow there with this new crew. He was called "boss" or "foreman" or something. At any rate he wore a stiff collar and did nothing but "oversee." Then to add to the troubles and misfortunes of the government regulations the union of engineers, I don't know their official title, but they ruled that the colored hostlers wud not be allowed to get in the cab of an engine, but that a union engineer must be hired to back the engines out of the roundhouse, or back them down for water.

All these men, I understand, are getting as much or more salary as the former master mechanic, who with four negroes ran the roundhouse at a time when many more engines were brought there for repairs. Can you connect this with the high and rising freight rates in any degree?—G. W. C., Cairo.

P. S. Incidentally, I might mention that these men have raised a nice crop of corn and are keeping an excellent garden in the field opposite the roundhouse during their "spare" time.

### Grain Corporation Ignores Contract with Wheat Dealer.

*Grain Dealers Journal:* Indiana dealers are getting evidence of the unreasonableness of the U. S. Grain Corporation just as Illinois wheat dealers did last year. On Sept. 14th Alfred Brandeis, Chief of the Enforcement Division of the Food Administration held a hearing at the Indianapolis Board of Trade, as the result of a complaint filed by Wm. Bosson, a Marion County farmer and an officer of the Indiana Federation of Farmers Ass'n.

In his complaint against F. P. McComas, owner of an elevator at Castleton, Indiana, he claimed that he delivered 2291½ bushels of wheat to the McComas elevator, for which he was allowed \$2.11 for No. 1 grade, \$2.08 for No. 2 grade and \$2.04 for No. 3 grade. He claimed that \$2.11 was not a fair reflection of the buying basis fixed by the U. S. Grain Corporation and asked for an investigation and a refund of 5c per bushel.

Investigation by Mr. Brandeis disclosed the fact that not only was Farmer Bosson a special treasurer of the Indiana Federation of Farmers, but he was also a paid lecturer, endeavoring to raise \$200,000 from the farmers for a purpose not disclosed.

The evidence showed that Mr. Bosson had neither complained or protested to the manager of the elevator or any one identified with it at the time the grain was delivered.

It was also shown that a copy of Mr. McComas' contract with the Grain Corporation was posted conspicuously in the elevator office and that the weighman who received the grain, issued tickets to the wheat haulers, clearly showing the weight, grade and price of each wagon load delivered. Mr. Bosson used these tickets in computing the amount due him for his grain and presented them to the elevator manager, who found Mr. Bosson's figures correct and paid him accordingly. Mr. Bosson seemed so well pleased with the treatment he had received at the hands of the elevator operators that he went to his automobile and returned with a number of apples for the elevator boys.

No complaint was made then and according to the Grain Corporation's contract with the elevator operators, the transaction was closed, but as soon as Mr. Bosson could reach the office of the Farmers Federation, he filled out a formal complaint and turned it over to Secretary Taylor, who sent it posthaste to Zone Manager H. D. Irwin of Philadelphia.

Mr. Irwin wrote McComas to see Mr. Bosson and effect a settlement by paying 5c per bushel more for No. 1 wheat. Inasmuch as McComas had received no previous complaint of the price paid by his elevator manager, he refused to consider the request and so notified the Zone Manager. Mr. Irwin again insisted despite the fact that the Grain Corporation's contract relieves the country elevator operator from all disputes and differences unless complaint is made at the time of delivery.

Much credit is due to Mr. McComas for standing pat on his agreement with the Grain Corporation, and it to be hoped that he will persist in refusing to pay more for the wheat than his buyer considered it to be worth.

It does not seem possible that Julius H. Barnes would permit the Grain Corporation to inveigle grain dealers to enter into a contract with it for the purchase of wheat with the view of respecting that contract only when it suited the whims of the Zone Managers. It looks very much as though the whole transaction was devised primarily to assist the Farmers Federation in raising funds to promote its cause. If the Grain Corporation permits itself to be made a tool of by the agitators, it would seem to be due solely to the short-sightedness of the Zone Manager, as the evidence brot out by investigator Brandeis seems clearly to show that the complaint was a frame-up unworthy of any attention from Government officials.—A Witness.

### The Grain Sampler.

*Grain Dealers Journal:* In a letter to the Journal published in the issue of September 10, C. R. Baum, of Kansas City, complains regarding the use of the 10-compartment grain trier recommended by the Bureau of Markets, as follows:

"That method of drawing samples is not practical, because it is too fussy and requires too much time."

Nevertheless, the 10-compartment trier is widely used. The samplers at Minneapolis, the largest cash wheat market in the country, use it exclusively. Formerly, a 3-compartment trier was used there.

The objections raised by Mr. Baum touch a vital spot in the system of grain grading, namely, the securing of a sample from every car that shall be representative of the entire car lot. Mr. Baum further writes:

"When the sampler has a number of cars to sample, it is impossible to follow that method." That is, to empty the grain from a 10-compartment trier upon a piece of canvas and then pour it into the sample-sack. "The general practice of samplers," he explains, "is to make a quick plunge and get what they go after, and shoot it into a sack, then go on to the next car."

If it is true that they "get what they go after," they are merely after a sample from the car, and not a representative sample, while their duty is to get the latter kind. Mr. Baum makes this broad statement: "They invariably obtain a fair average sample of the car's contents." This is obviously an impossibility, when it is remembered that cars are loaded unevenly at country stations.

That is, the grain is seldom all of precisely the same grade, and is never thoroughly mixed in the country elevator. Some of the best, or perhaps the poorest, in a bin will be loaded into the car first, and there will be variations of grade throughout the car in many instances. A representative sample from the car can be secured only by means of a compartment trier, and by taking a considerable number of probes and mixing the grain so secured. This is not a matter of opinion; it is based upon the experience of expert grain inspectors.

Mr. Baum further writes:

"The average sampler will not bother with a compartment trier of that character. Most of them want a trier they can drop or throw out of the car on the frozen ground, and occasionally they will use it to pry open a door. The sampler who is careful no doubt could use a compartment trier if he had plenty of time and a desire to take care of his tool. But the average sampler wants a heavy trier that he can knock about and still have in usable condition. I doubt if the rank and file of the men sampling grain in cars will ever come to use regularly a lightweight compartment trier."

This criticism or comment raises two interesting points, namely: Should the trier be made to suit the whims of the sampler, or the sampler be taught the necessity of using the best possible tool to produce the desired result? and, second, should a sampler's value depend upon the number of cars he can sample in a day, or upon the accuracy of his work?

The answer to the first of these questions is obvious, and the second should be.

At the prevailing high prices, an untrue sample from a car of corn or wheat may mean a difference of several hundred dollars in the amount the carload sells for. A recent instance of misgrading, due to careless sampling, that has come to the attention of this office, involved a difference of \$500 on a single car load of corn.

Just as long as samplers believe their work is so unimportant that hit or miss methods are good enough, or as long as they are crowded and compelled to sample more cars a day than they can sample efficiently, misgrading, with



# Summer Meeting Industrial Traffic League

corresponding monetary differences, will occur. Yet representative members of the grain trade, realizing the importance of correct sampling, favor the increase in the number of samplers when the force is too small, although this would mean an increased cost to the grain trade.

The number of cars that a man can sample accurately per hour, is a matter on which there is a difference of opinion among inspectors. For example, a member of the Board of Review, Federal Grain Supervision, Chicago, asked 15 chief inspectors for their views on the question. The lowest was six cars and the highest 30 cars per hour. Most of the chief inspectors, however, believed that about 12 cars per hour, under normal conditions, of course, is the maximum number that can accurately be sampled.—Traveler.

## Keeps Plant Free From Dust.

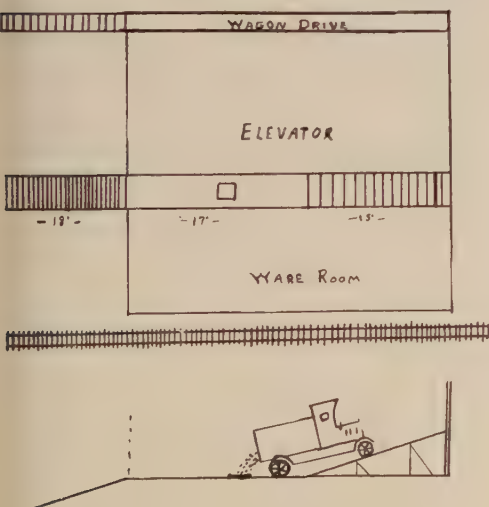
*Grain Dealers Journal:* We change dust collectors every time any one comes along with one that we think is better than the one we have. Our plant has been cleaned and is ready for inspection at any time.—The Blair Milling Company, by W. A. Blair, Pres., Atchison, Kan.

## "Home-Made" Auto Truck Dump.

*Grain Dealers Journal:* The auto drive shown in the accompanying diagram was formerly a driveway between our elvtr. and the warehouse but was seldom used. The level of this driveway was about 4 feet below the working floor so it was an easy matter to convert it so that we might utilize it to advantage by simply building an incline to it, starting 18 ft. from the elevator.

This incline started from the ground and was built at an angle of about 20 degrees, to a point level with the side of the elevator. From there we built a level platform of sufficient length to easily hold a truck with all wheels on it. This platform is 17 ft. long and contained a trap door to let the wheat pass to the sink below. Then we constructed another incline, joining it to the level platform, 15 ft. long and constructed at an angle of 30 degrees. Then the dump was completed and the apparatus was ready.

The truck mounts the dump to the level platform and from there it is an easy matter for the truck to shove its front wheels up the last incline. The wheels are then blocked, the endgate is removed and the wheat passes



"Home Made" Auto Truck Dump.

from the truck down thru the trap door. After the wheat is removed the block is taken out and the car allowed to back out of the driveway. This is a safe device and we find it of great value as a labor saver.—E. E. Smith, mgr., Wilmore Grain & Mercantile Co., Wilmore, Kan.

The summer meeting of The National Industrial Traffic League was held at the William Penn Hotel, Pittsburgh, Pa., Sept. 4 and 5, with Pres. G. M. Freer of Cincinnati presiding.

After some preliminaries Mr. Freer read as follows from a letter from Houston, Tex., about tank cars: "Prior to government control, this line handled our shipments in tank cars from Waco and San Antonio not exceeding 16 hours, whereas since government control, owing to very few trains and poor movement, it takes anywhere from 5 to 7 days to make this move. The same thing holds largely also to the return of the empty tanks. I believe this matter should be brot to the attention of the proper parties and that the S. A. & A. P. people as well as we, would appreciate improved service of some character."

Stewart Henderson, Baltimore, Md.: The wheat movement is started from Ohio and Indiana and later from Illinois. From the first start of that movement we began having complaints reaching Baltimore from shippers, indicating inability to secure cars. At seaports, as you all know, perhaps know, on grain which moves to ports of export, we are required to give an individual export permit. These permits were issued with a limitation of ten days.

I would estimate that since the beginning of the season of this crop movement at least 60% of all those permits have had to be renewed on account of the inability of the shippers to secure cars. We took this matter up thru some representatives, our receivers, who were out in that territory at the beginning of the crop movement and their inquiries amongst the various railroad division superintendents there, developed that in nearly every instance the divisions were short of cars and were only able to supply a certain percentage of the requirements. The matter was then taken up to the car service department at Washington and I found that Mr. Ballentine, I believe, had been placed in charge as a special assistant to Mr. Kendall to look after the distribution of grain cars. He stated that he had just lately gotten on the job and he had found that too many cars had been sent west to the Mississippi River and dissipating the grain movement there and overlooking the fact that the movement started first in Ohio and Indiana. He also told me that in many large allotments to those roads, based on what the roads indicated would be a normal movement they had figured on a turn around of that equipment to the seaboard and back in about 12 days. That would include the loading of the car, the movement to the export elevator, the day or so consumed for the inspection and grading of the grain and then the unloading in the elevator and the return back to the territory of origin. I told him that I would be very glad to make a check of the movement into Baltimore from what records I had in my office and show him just what time had been consumed from the first of January up until the middle of June, I think that was about the time, and show him what the average movement was from points such as Columbus and Cincinnati and from that territory. That was done.

The statement which I sent to him indicated that the average time consumed alone in making the run from Columbus or Cincinnati to Baltimore for the arrival at Baltimore, not including the inspection or the unloading at the elevator, consumed an average

of 15 days. So it was very logical to assume that as soon as the first ten days of the movement rolled around, that they were without any cars and they apparently have been without any cars since because we are still receiving as many complaints if not more than we did at the start of the season, notwithstanding that they told us that they were ordering cars back from west of the Mississippi River to supply our territory.

The President: At the meeting of the executive com'ite it was recommended that Congress be asked if possible to take some action to provide a time limit within which the carriers present a bill for any portion of the charges which it was entitled to collect on any shipment. In connection with that we had before us a letter from Mr. Prouty in which he approved the thought that there should be—that the carriers should not be permitted to present bills for charges unless they were presented within a reasonable time, and he had entirely satisfied himself that two years would be ample time for that purpose. But he made the further suggestion that any rule or proviso of that sort limiting the carrier as to the collection of an undercharge ought to reasonably operate both ways and there should be a similar time limit to run against the shipper or consignee in presenting a bill for overcharge.

The Executive Com'ite instructed that way, asked Congress to do something to cover that situation, that is, to place a limitation upon the carrier in presenting the bill for all of the charges, and we were willing, altho we did not advocate it.

H. C. Barlow, Chicago: Your Executive Com'ite, following your instructions at the Milwaukee meeting, have determined to again call your attention to the fact that under these instructions we shall oppose extending the jurisdiction of the Interstate Commerce Commission, not only over cargo but port to port traffic as per your instructions at the Milwaukee meeting.

In the President's opening speech on Thursday afternoon he informed those present that the annual meeting of the League will be held in Chicago this year, on Nov. 12, 13 and 14.

Ass't Sec'y E. F. Lacey read the following from a letter from A. W. McLaren, Chicago, chairman of the special com'ite on railroad leases and sidetrack agreements:

## Side Track Agreements.

We have had a constant negotiation with Mr. Thelen personally since the Milwaukee meeting and he has made an earnest effort to secure for the shipping public a reasonable liability clause and his efforts have been partially successful, in fact there has been a noted change in the attitude of the management of several of the more progressive carriers who now seem to be endeavoring to fairly meet the situation.

Part of Mr. Thelen's letter follows: "As you will observe, Supplement No. 2 to General Order No. 15 provides, in effect, that if, in the absence of a written agreement, a railroad corporation was maintaining an industry track on the date of General Order No. 15 (March 26, 1918), the expense of maintaining such tracks shall be borne by the United States Railroad Administration and not by the industry as heretofore provided by general order No. 15.

I invite your attention also to the fact that the letter of Aug. 9, 1919, draws particular attention to the fact that while contracts covering said tracks are desirable the execution of such contracts is not required by General Order No. 15. This letter also draws attention to the fact that the Railroad Administration has not deemed it wise to prescribe a uniform liability clause in industry track contracts; but that the Regional Directors are to use such forms as in their judgment and with the approval of the corporation, may be most appropriate.

(Continued on page 533.)



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

### CANADA.

Winnipeg, Man., Sept. 6.—The estimated yield in Manitoba, Saskatchewan and Alberta of the 1919 crop is as follows: 16,085,000 acres of wheat at 10.3 bus. per acre, or a total of 165,675,000 bus.; 9,626,000 acres of oats at 23.6 bus. per acre, a total of 227,173,000 bus.; 1,955,000 acres of barley at 19 bus. per acre, or a total of 37,145,000 bus.; 1,000,000 acres of flax at 6.1 bus. per acre, making a total of 6,100,000 bus.; 216,900 bus. of rye with a yield of 10.5 bus. per acre, making a total yield of 2,268,000 bus.—Frank O. Fowler, sec'y, Northwest Grain Dealers Ass'n.

Winnipeg, Man., Sept. 6, 1919.—The final summary of the 1918 crop is: Wheat inspected, 130,598,000 bus.; wheat in transit, not inspected, 100,000 bus.; wheat in store at country points, 200,000 bus.; wheat used for seed, feed and country mills, 35,000,000 bus.; wheat in farmers' hands to market, 175,000 bus.; allowing for dual inspection, 2,000,000 bus., the total wheat crop was 163,673,000 bus. There were 34,092,000 bus. of oats inspected in 1918 against 58,672,000 bus. in 1917. There were 13,455,000 bus. of barley inspected in 1918 and only 9,594,000 in 1917. There were only 2,715,000 bus. of flax inspected in 1918 against 4,923,000 bus. in 1917. An increase in the amount of rye inspected is shown in the figures, 1,438,000 bus. for 1918 and 531,000 in 1917.—Frank O. Fowler, sec'y, Northwest Grain Dealers Ass'n.

Winnipeg, Man., Sept. 10.—The Canadian wheat board has issued an order (No. 42), which stipulates that no wheat shall be transferred by any railway company in the following areas of Alberta and Saskatchewan without a permit from the Canadian wheat board: In Alberta, the area bounded on the north by the Can. Pac. Ry. from Lacombe to Compeer, on the western boundary line of the province, on the south and international boundary, and on the east by the Saskatchewan border. In Saskatchewan, C. P. R. sub-divisions Cutknife, Wilkie, Hardisty, Macklin, Biford, Helfeld, Kerobert, Coronation, Swift Current, Empress, Maple Creek, Maynard, Shaunavon and Govenlock. C. N. R. sub-divisions are Kindersley, Hanna, Elrose and Delisle. G. T. P. line, Trans-Canada to Artland, Biggar, Calgary branch, Cutknife branch and Alean, Battleford branch.

### ILLINOIS.

Sycamore, Ill., Sept. 25.—Cats not anything extra, corn good, wheat fairly good. Hay real good. Farmers started winter wheat a little late as ground was too hard.—Geo. Thompson.

Birkbeck, Ill., Sept. 20.—Corn ripening in fine condition; weather ideal; will not however make as much per acre as anticipated; only about 30 to 40 bus.—Harry F. Johnson, agt., F. F. Scholer & Co.

Chicago, Ill., Sept. 20.—This year the season is so far advanced on the corn crop that the usual anxiety prevailing at this time of the year about the crop escaping frost injury is not being felt. Much of the corn crop is in shock or in the silo. In some localities cribbing has commenced. It is still too early to say what the actual yield will be, but taking everything as a whole it is fair to assume that the crop will be well up to average.—American Steel & Wire Co.

Springfield, Ill., Sept. 24, 1919.—Copious rain-fall in nearly all sections completely broke the drought, and grasses have been revived generally over the State. Most of the late corn was beyond relief and there are now but few remaining fields susceptible to injury from frost. Cutting and silo filling are largely completed in many counties. Plowing and soil working will now proceed under excellent conditions. There are general reports of a decreased acreage of winter wheat.—H. Merrill Wills, U. S. Department of Agriculture, Weather Bureau.

Springfield, Ill., Sept. 10.—With the exception of corn practically all growing crops in Illinois have deteriorated during the month of August. There were scattered showers during the month and temperatures averaged about normal for

the state as a whole, but for large sections the droughty conditions prevailing for some time, were not relieved to any appreciable extent. Fall plowing is going on slowly as the ground is quite generally baked and dry. Threshing has progressed more slowly than usual and much grain is still in the shocks. The condition of corn on Sept. 1 was 76% of the normal, practically no change having taken place since Aug. 1. While in many sections the plant has improved and presents an almost perfect appearance in others it has continued to deteriorate. The indicated production on the present showing is 294,640,000 bus. Spring wheat has lost eight points in condition during the month, being on Sept. 1, 50% of the normal and a crop of about 8,500,000 bus. is indicated. Reports from most sections of the state show that the quality of the grain is generally poor. Oats has also fallen in condition from 73% of the normal on Aug. 1, to 68% on Sept. 1. Threshing returns show that the average yield per acre will not be high and that the whole crop will be of very light weight. The condition of barley on Sept. 1 was estimated at 73% at the normal. A crop of about 5,400,000 bus. is indicated.—Chas. Adkins, director, State Dept. of Agriculture, and S. D. Fessenden, field agt., U. S. Bureau Crop Estimates.

### IOWA.

Sigourney, Ia., Sept. 15.—Grain and seed moving in nicely at this time.—Bruns Seed Co.

Dodge City, Ia., Sept. 10.—Very little grain moving in this section of the state on account of car shortage.—Davidson Grain Co.

Quimby, Ia., Sept. 10.—Considerable grain moving but cars are scarce. We are filled up all of the time.—C. P. Enright, mgr., Farmers Elevator Co.

Des Moines, Iowa, Sept. 23.—Plentiful rains on several days relieved the long drouth in the central and south portion of the state. The average precipitation this week was the heaviest of the season. Over a belt extending from southwest to northeast across the state it amounted to from four to more than six inches. Fall plowing and winter wheat seeding which have awaited the rains are being rushed. Though late, considerable winter wheat and rye will yet be seeded. The acreage will be much less than last year. The earlier planted corn, comprising 75 per cent of the crop, is now safe from frost. Many fields had dried, before the rain came, till they had the appearance of being killed by frost. Much seed corn of excellent quality was saved this week. Pastures, young and newly seeded grasses, alfalfa and truck crops were greatly benefited by the rains and warm weather. The corn ear worm is reported as serious on both sweet and field corn in Pottawattamie county.—U. S. Dept. of Ag., Weather Bureau.

### KANSAS.

Penalosa, Kan., Sept. 9.—About 60% of the wheat is still in the farmers' hands.—W. S. Gibbons, mgr., Farmers Grain & Merc. Co.

Marion, Kan., Sept. 18.—We have not been able to get cars for the last 2 months and therefore no grain has moved.—Karl Ehrlich Grain Co.

Pretty Prairie, Kan., Sept. 22.—Wheat sowing will be very late here, only about 50% of the usual amount. Lack of rain is the cause.—Rock Milling & Elevator Co.

Plains, Kan., Sept. 18.—Wheat is coming in very fast. One elevator is full and the others filling up fast on account of car shortage.—Rodney Pringle, mgr., Reno Grain Co.

### MINNESOTA.

Flaming, Minn., Sept. 23.—Crops poor, quality also.—C. Beetle.

Cazenovia, Minn.—No cars have been received by the Co-op. Elevator Co. at Cazenovia this season and its elevator has been full of wheat since the fore part of August and thousands of bushels are on the ground awaiting shipment. It is claimed that other elevators in the neighborhood have been supplied with cars, according to a message received by the Railroad Administration and the Rock Island Railroad, sent by O. P. B. Jacobson, a member of the Minnesota Railroad & Warehouse Commission.

Minneapolis, Minn.—Receipts of grain during August were as follows: wheat, 13,658,220; corn, 317,650; oats, 2,821,360; barley, 2,372,970; rye, 1,103,780. Compared with August, 1918: wheat, 14,907,730; corn, 634,160; oats, 3,807,940; barley, 2,460,430; rye, 991,870. Shipments for August, 1919, were: wheat, 1,797,990; corn, 146,440; oats,

1,800,310; barley, 2,226,650; rye, 339,440. Compared with wheat, 1,307,450; corn, 390,080; oats, 1,769,620; barley, 496,030; rye, 218,300, for August of the year preceding.

### MISSOURI.

Sturgeon, Mo., Sept. 17.—Wheat about 65% in; oats about half.—C. W. Glynn.

Tebbetts, Mo., Sept. 13.—We have a house full of good soft wheat. Thrashing is over.—Tebbetts Mill & Elevator Co., per W. R. Long.

Neosho, Mo., Sept. 16.—Liberal movement of wheat when we can get empty cars but car shortage is very acute at present.—Thurman Davis Grain Co.

Jefferson City, Mo., Sept. 16.—I have traveled a large portion of the wheat territory of this state and find conditions very bad. Most of the wheat is stacked and threshed and many thousands of sacks of good wheat is stacked and piled crosswise as high as a man can reach. It has been left so ever since it was threshed, without any cover, and much is sprouted. Elevators are all practically full, many of them having the driveways piled as full of sacked wheat as is possible to crowd in. The railroads don't seem to take any interest in shipping any of it out or in relieving the situation in any way. Not so much wheat will be held this year on account of the fact that the price is not guaranteed as long as it was last year.—J. E. Miller, Elmore Schultz Grain Co., St. Louis.

### MISSISSIPPI.

Iantha, Miss., Sept. 20.—We have a very fine quality of wheat here this year and it is all harvested and taken care of.—Farmers Grain & Implement Co., Sterling Stewart.

### MONTANA.

Valier, Mont., Sept. 19.—Due to drought only half crop was raised on irrigated land, none on dry. All wheat is grading No. 1 and will be held for seed. We expect a bad seed shortage here in the spring.—H. W. Pond, agt. International Elevator Co.

### NEBRASKA.

Randolph, Neb., Sept. 16.—Movement of oats crop fair.—H. O. Peterson.

Lodge Pole, Neb., Sept. 16.—We have handled 125,000 bus. of wheat in the last 8 weeks which is more than we handled during the entire year of 1918, and we estimate the crop is not half harvested.—A. R. Jameson, Jr., mgr., Farmers Union Co-operative Grain & Stock Ass'n.

### NORTH DAKOTA.

Olmstead, N. D., Sept. 10.—All elevators full. Can't get cars.—C. E. Briggs, mgr., Olmstead Grain Co.

Forbes, N. D., Sept. 23.—The weather is ideal for threshing and for the maturing of late flax. Crops are above the average here.—Farmers Equity.

Dunn Center, N. D., Sept. 8.—Durum averaging about 8 bus. and northern about 10 bus.—T. M. Healy, mgr., Equity Co-operative Exchange.

Crosby, N. D., Sept. 8.—Wheat running 4 to 12 bus.; flax and rye poor; very little barley, and not enough oats for home needs.—Wm. Nott, agt. Farmers Grain Co.

Leith, N. D., Sept. 23.—Crops here are very poor and several of the farmers will not get their seed back. Seed wheat will be in big demand here next spring. Corn is extra good, but other feeds are out of the question.—Leith Equity Exchange, A. B. Doolittle.

Independence, N. D., Sept. 12.—Crops in this section of the county are very poor this year. Wheat is yielding about 4 to 5 bus. to the acre, rye, 6 bus.; oats, 10 bus. Corn is our best crop and in fact is the best corn crop ever raised in this section of the state. The entire crop has reached maturity without being frosted.—Liberty Grain Co., J. P. Good, mgr.

### OKLAHOMA.

Rosston, Okla., Sept. 8.—The 3 elevators at this station are all full and owing to car shortage have been out of the market for 11 days.—C. A. Christy, mgr., Farmers Elevator Co.

Lucien, Okla., Sept. 15.—About half of the wheat has been harvested and is in. Prospects for seed and average acreage is very poor as not ¼ of plowing is done yet. Ground is dry and hard and it is almost impossible to plow at all. It is safe to figure on a 20% reduction in acreage this year.—W. H. Black Grain Co.,



## TEXAS.

Booker (La Kemp, P. O. Okla.), Tex., Sept. 19.—Good crops.—W. T. Brown, mgr. A. Liske & Co.

## SOUTH DAKOTA.

McLaughlin, S. D.—The condition of the crops this year is very poor.—Liberty Grain Co., J. P. Good, mgr.

## UTAH.

Price, Utah, Sept. 10.—Crop in our vicinity is short but plant is large.—W. Burnham, mgr., Farmers Mill & Elvtr. Co.

## Director General's Order Invalid.

The Supreme Court of Wisconsin on June 25, 1919, reversed the decision of the circuit court of Milwaukee County and gave judgment in favor of Herman F. Franke, doing business as the Franke Grain Co., against the Chicago & Northwestern Ry. Co., on a claim for \$1,714.40, which the railroad company had declined to pay on the ground that Wm. G. McAdoo should have been substituted as defendant.

Plaintiff, Franke Grain Co., shipped a car of corn Feb. 20, 1918, from Minneapolis, Minn., over the C. & N-W. Ry. to one Ketterer at Werley, Wis., who got possession without presenting B/L or paying draft.

Ketterer refused to pay the draft and turned the car back to the railroad company, which sold and disposed of the corn and retained the proceeds. Franke brought suit against the railroad company in November, 1918, and the railroad company defended with the allegation that General Order No. 50 of the Director General of Railroads provided for the bringing of suits for loss and damage against the Director General and for the dismissal of suits against the railroad companies. Accepting this as the law the Circuit Court on Dec. 19 ordered the suit dismissed as to the C. & N-W. Ry. Co., and that W. G. McAdoo be substituted as defendant. Plaintiff appealed. Three judges of the Supreme Court dissented from the opinion of the majority, as stated in the following by Judge Eschweiler:

The power and authority of Mr. McAdoo as Director General of Railroads cannot exceed that which can be lawfully vested in him by proclamation or order of the President, and he in turn receives his power and authority over the subject-matter here concerned by and through the legislative declaration embodied in the Federal Control Act of March 21, 1918. Whatever general language is used in this act conferring power on the President must be construed to be given for the purpose of enabling him to carry out the provisions of the act, and not to enable him, either by himself or by any appointee of his, to set aside any provisions of the legislative will or to take away any rights or privileges granted to or recognized as validly existing in third persons by such legislation.

When Congress in section 10 of that act used the following language:

"Actions at law or suits in equity may be brought by and against such carriers and judgments rendered as now provided by law; and in any action at law or suit in equity against the carrier, no defense shall be made thereto upon the ground that the carrier is an instrumentality or agency of the federal government"

—it either granted or recognized as then lawfully existing the right to or of any person situated as was the plaintiff herein to bring just such a case of action against a defendant such as the Chicago & Northwestern Railway Co. Such rights so granted or recognized cannot be taken away or destroyed except by Congress.

We find no language in this act itself which warrants the conclusion that what was so expressly given or recognized by the quoted language above as a substantial right was to be destroyed or taken away by implication.

This provision of section 10 of the federal act, and provisions of General Order No. 50 issued by the Director General of Railroads and upon which the court below based its order, cannot both stand. The legislative declaration is the paramount authority and must control.

Order reversed.—173 N. W. Rep. 701.

ARGENTINE SHIPMENTS of corn have increased to ten times their former amount since April 1. The total export from April 1, to Aug. 14 last year was 3,490,500 bus. and during the same period this year it was 34,999,700 bus.

## Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

## ILLINOIS.

Peoria, Ill.—On Monday, Sept. 15, Peoria received 82 cars of corn, the heaviest receipts in several months.

Sycamore, Ill., Sept. 25.—Grain moving slowly, farmers not willing to sell at present prices.—Geo. Thompson.

Chicago, Ill., Sept. 22.—Wheat receipts from farms for the week ending Sept. 12 were 30,846,000 bus., against 35,890,000 bus. for the same week last year. Wheat receipts from farms for the previous week were 35,941,000 bus., against 34,394,000 bus. the previous week last year. Wheat receipts from farms from June 27th to Sept. 12th were 396,510,000 bus., against 346,335,000 bus. for the same period last year. The total stocks of wheat in all elevators and mills on Sept. 27 was 254,817,000 bus., against 196,540,000 bus. for the same week last year. Total stocks of wheat in all elevators and mills for the previous week were 239,883,000 bus., against 176,222,000 bus. the previous week last year. The change for the week is an increase of 14,934,000 bus., against an increase last year of 20,000,318 bus.—United States Grain Corporation, Howard B. Jackson.

## IOWA.

Quimby, Ia., Sept. 10.—Oat and corn crops are good.—C. P. Enright, mgr., Farmers Elvtr. Co.

## KANSAS.

Bala (not a p. o.), Kan., Sept. 14.—Wheat and corn fairly good crops.—Geo. K. Hanna.

Pretty Prairie, Kan., Sept. 22.—Fifty per cent of the wheat is still in the farmers' hands. There is no corn and very little oats here, so both will have to be shipped in for seeding purposes.—Rock Milling & Elvtr. Co.

## MICHIGAN.

Lansing, Mich., Sept. 9.—The amount of grain threshed as reported by threshermen up to and including Aug. 23, 1919, is as follows: Winter wheat, 492,790 acres, 10,195,104 bus., average per acre, 20.69 bus.; spring wheat, 25,901 acres, 319,550 bus., average per acre, 12.54 bus.; rye, 477,221 acres, 6,694,169 bus., average per acre, 14.03 bus.; oats, 387,029 acres, 9,336,293 bus., average per acre, 24.12 bus.; spelt, 4,399 acres, 76,977 bus., average per acre, 17.49 bus.; barley, 88,992 acres, 1,554,198 bus., average per acre, 17.46 bus.; and buckwheat, 93 acres, 1,320 bus., average per acre, 10.69 bus.—Co-operative Crop Reporting Service for Michigan.

## MINNESOTA.

Argyle, Minn., Sept. 10.—Crops are fairly good. Wheat runs from 14 to 25 bus. per acre; durum from 15 to 27 bus. Oats and barley are good crops. Wheat is mostly No. 2, altho some No. 1 has been sold but very little below No. 4 test weight of 50 lbs. up to 58 lbs., of very good color. Threshing is about completed and plowing is in full progress.—F. E. Barsloux, mgr., Farmers Grain Co.

## MISSOURI.

Sturgeon, Mo., Sept. 17.—Bumper corn crop and plenty of hay.—C. W. Glynn.

Tebbetts, Mo., Sept. 13.—Wheat ran from 47 to 60 lbs. with low moisture test.—Tebbetts Mill & Elvtr. Co., per W. R. Long.

Jefferson City, Mo., Sept. 16.—The corn crop of the state is spotted, very good in some parts but very poor in others. On account of too much rain last spring and the fore part of the summer there are too many weeds and the crop as a whole will not be a very good one. Farmers are busy cutting corn and filling silos.—J. E. Miller, with Elmore Schultz Grain Co., St. Louis.

Jefferson City, Mo., Sept. 10.—Missouri corn hardly held its own during August. The yield of corn indicated Sept. 1 was 157,138,800 bus. The condition of corn is 70%, indicating 27.3 bus. per acre against 20 for last year and slightly under the 53-year average of 28 bus. The total yield will be 23,278,800 bus. more than last year. During August the rains through

the state from the southeast to the northwest helped the crop, but lack of rain in the southwest and along the northern border reduced prospects. Most corn is too green to cut for fodder or silage and farmers are uncertain as to the acreage to be cut. About 10% or 575,600 acres will be cut for silage and 35% or over two million acres will be cut for fodder. The corn crop promise is better by 26 points than at this time last year. Oats will yield 28.4 bus. per acre against 28 last year totaling 40,242,800 bus. against 44,196,000 in 1918. Grain hurt by rain and in many places not more than one-half has been threshed at this time. Quality not the best, grain light. Crop good in the southern portion, inferior in the northern. Yield of the nine sections nearer state average than usual. Spring wheat yields 9.9 bus. or 213,800 bus., against 281,000 last year. Results disappointing but in line with what usually occurs to this crop in Missouri. Winter wheat threshing progressing slowly. Shortage in threshing equipment, grain sacks and labor. Local elevators crowded to capacity. Fall plowing much later than in recent years and little wheat seeded. Dry ground prevented plowing until last days of August. Indications for wheat seeding are for a reduction of 18% from last year or 3,479,000 acres, a loss of 763,000 acres. Farmers are undecided as to acreage because of high priced labor, supplies, and uncertainty of future prices. Tractors an important feature in fall plowing.—E. A. Logan and Jewell Mayes, U. S. Bureau of Crop Estimates and State Board of Agriculture.

## MONTANA.

Nashua, Mont., Sept. 15.—Grain north of here is yielding 2 to 6 bus. good quality. West and south of us is nothing. General crops poor.—Farmers Produce Co.

Valier, Mont., Sept. 8.—Most Montana grain will be held for seed here; quality of irrigated grain excellent and some fair yields.—Geo. L. Ellingson, mgr., Equity Co-operative Exchange.

## NEBRASKA.

Shelton, Neb., Sept. 18.—Wheat is of poor quality.—A. C. Thomas, mgr., Trans-Mississippi Grain Co.

Berwyn, Neb., Sept. 16.—Wheat about one-fourth of a crop; oats half, and corn average.—Miller & Wirt.

Randolph, Neb., Sept. 16.—Oat crop light, averaging 30 bus. per acre; corn fairly good crop and will be of good quality.—H. C. Peterson.

## NORTH DAKOTA.

Derrick, N. D., Sept. 9.—All crops are light here, especially rye.—Farmers Elvtr. Co.

Denhoff, N. D., Sept. 8.—Wheat around here will probably average 4 bus. per acre. Business quite slow.—A. R. Ellis.

Olmstead, N. D., Sept. 10.—Rye running 4 to 10 bus. per acre; wheat 8 to 15. Threshing nearly done.—C. E. Briggs, mgr., Olmstead Grain Co.

Leith, N. D., Sept. 22.—I have shipped in 5 carloads of oats already and will probably have to ship in corn before spring.—A. B. Doolittle, Leith Equity Exchange.

## Our Callers

A. Alexander, St. Cloud, Minn.  
S. M. Schleicher, Eagle Lake, Texas.  
W. E. Culbertson, sec'y Illinois Grain Dealers Ass'n.  
E. D. Bigelow, sec'y Board of Trade, Kansas City, Mo.

## Exports of Grain Weekly. Bus., 000 Omitted.

	Wheat.		Corn.		Oats.	
	'19-'20.	'18-'19.	'19-'20.	'18-'19.	'19-'20.	'18-'19.
July	5,....1,504	539	20	910	693	2,161
July	12,....3,851	382	23	731	1,617	1,841
July	19,....3,393	144	93	571	757	2,482
July	26,....1,112	418	45	103	1,142	2,581
Aug.	2,....3,067	543	9	219	2,319	2,614
Aug.	9,....3,651	1,419	74	182	891	1,656
Aug.	16,....2,620	1,809	44	673	1,584	1,437
Aug.	23,....4,445	3,504	67	135	2,141	1,438
Aug.	30,....4,072	2,938	264	253	1,576	1,027
Sept.	6,....3,848	3,452	118	153	1,474	1,125
Sept.	13,....7,475	3,739	42	375	1,411	2,356
Sept.	20,....6,343	4,409	148	145	1,358	3,657

Total since July 1, '18 244,956 147,388 10,366 36,614 111,382 152,382



# Two More Dust Explosions with Heavy Loss of Life and Property

## Destruction of the Murray Elevator at Kansas City.

Dust mixed with air and exposed to fire again proved its irresistible force at Kansas City, Mo., Sept. 13, when an explosion of the mixture blew tile walls and large blocks of solid concrete about like toy balloons.

In most grain elevator explosions the damage has been done in the upper part of the building; but in the case of the Murray Elevator the blast was most violent on the ground floor. The roof of the structure remained in place, and the floor of the cupola sustained less damage, all walls of the cupola made of hollow tile yielding more easily to any outward thrust.

The explosion came at 2:10 p. m., after the men had spent most of Saturday morning in cleaning up the premises. Chas. Tate, a negro employe, said:

"Everyone around the elevator seemed to be cleaning up.

"I was shoveling dust and dirt out of Boot No. 3 and everything was going all right until I looked up at the electric light wires. Blue flames were shooting out and sputtering. Then the wind began to blow and I jumped over against the wall."

Roaring air currents ripped off his clothing and sucked him away from the wall.

"I didn't feel any burns. Just a breeze—cold—and the place began to rock. I could feel the explosions and see the flashes and then the brick began to fall and bury us.

"I must have dug out at least a dozen times. At first everything was cool and then hot things fell and my hands were burned in pushing them aside so I wouldn't be buried.

"I hadn't thought of getting out; just tried to keep on top."

The entire building was full of flames in an instant. The stairway was wrecked, trapping the men on the upper floors. Of the 38 men employed 14 were killed and many injured, some fatally. One man, George Garzee, working on the first floor, was hurled a distance of 200 ft. from the building, and out of the concrete conveyor tunnel. H. L. Blaker, grain inspector, standing near the west wall of the building, was thrown a distance of 50 ft.

A freight car standing 100 ft. northwest of the elevator and used as an office by repair men, was demolished.

Six cars loaded with wheat, standing near the west side of the elevator caught fire, as did some lumber used for cooping cars, and the wall was enveloped in flames for four hours, weakening it. Even on the opposite side of the building a large piece of concrete was blown away, showing the wide distribution of the force on the ground floor, where the men agreed there was considerable dust circulating. One or two of the piers on the west side were blown out entirely and the rest are badly bulged, as shown in the engraving herewith, with little remaining of the piers but the steel reinforcement. The superstructure would have dropped to the ground but for the three rows of piers running thru the middle of the first story.

The lateral force of the explosion is shown by the riddling of the walls of grain tanks otherwise undamaged by blocks of concrete shot from the work floor like giant shrapnel. The concrete track shed was leveled to the ground, when the concrete wall of the first story work house blew out.

A car into which dust was being blown at the time of the explosion caught fire and was pushed by spectators around a curve away from the building and was still smoldering

lifted from their trucks and turned completely over.

No water was available near by with which to fight the flames and search for the missing men was barred by the intense heat of the burning grain. The building itself was incombustible, being of steel, tile and cement concrete. On the night following the explosion the fire department began throwing water pumped by three engines from a hydrant almost a mile and a half from the elevator.

The Murray Elevator is owned and was formerly operated by the Chicago, Burlington & Quincy Railroad Company. It was leased



The Working House Murray Elevator, Kansas City, Mo., Wrecked by Dust Explosion Sept. 13. [See pages 531-532-533.]



three years ago to the Federal Grain Co., of which Harry J. Smith is pres. and A. R. Aylsworth vice pres. It was built ten years ago, the workinghouse being 175 ft. high, with 14 auxiliary storage tanks 110 ft. high. Mr. Smith says the elevator is a total loss, as it will be easier and cheaper to build a new one than to utilize the remains. There was little insurance on the house, as the government dropped the insurance when the Federal R. R. Administration took control.

The insurance on the grain was carried by the Underwriters Grain Ass'n, which had \$1,047,000 on the grain and \$10,000 on the building. The loss on grain in the head house is estimated at 15 per cent, and the loss on the buildings at \$350,000.

Use and occupancy insurance was carried in three stock companies. Four companies carried explosion insurance on grain in cars and

in the building. One company, the Liverpool & London & Globe had a policy of \$250,000 covering explosion loss on grain in tanks.

Suit has already been brot by the administrator of the estate of one of the dead, John O. Martin, for \$10,000 damages against the Federal Grain Co.

H. J. Smith, pres. of the company, says: From all the investigation that we have been able to make since the occurrence of this catastrophe, it appears clear that there was nothing in the condition of the elevator or in its operation that would be open to just criticism.

Mr. Jackson, who has been managing this elevator for many years, is recognized as one of the most experienced and careful men in his line in this part of the country. He has assured me that the house was in as cleanly condition as it was possible to get it and that they had consumed most of the morning

cleaning up on the day of the catastrophe. The statements of the men who were employed in and about the elevator, and who survived this unfortunate occurrence, corroborate this statement of Mr. Jackson.

An inspector of the United States Grain Corporation states that he had visited the elevator the day before the explosion and had advised the superintendent to clean up the house. He claims to have turned in a written report to the Grain Corporation that the Murray Elevator was in "an excessively dirty condition."

## Explosive Force of Different Materials.

Tests made by H. H. Brown of the Buro of Chemistry of the U. S. Dept. of Agriculture, gave the relative pressures in the table herewith as showing the comparative force and explosibility of various dusts. Actual pressures have been noted as high as 270 lbs. per square inch, and velocities of propagation of 3,300 feet per second.

Wheat elevator dust gave a pressure of 12.6 pounds per square inch; oat and corn dust from unloading station, 13.2; oat and corn dust from top of elevator, 13.2; oats dust from feed oats, 12.8; oats dust from ground hulls, 14.1; and white corn dust from top of elevator, 11.5 lbs. at a temperature of 2,192 degrees Fahr. This dust had been previously dried at 105 degrees C. Undried wheat smut gave a pressure of 21.4 lbs. per square inch. A temperature as low as 700 degrees C., showing a dull redness on the igniting coil scarcely visible in daylight will ignite the dust. Tests of a large variety of dusts follow:

Kind of Dust.	Pressure generated, lbs. per sq. inch.
Lycopodium .....	17.5
Stinking smut of wheat .....	15.9
Yellow corn dust from first break in dry milling .....	15.2
Dextrin dust from dextrin kiln .....	14.6
Stinking smut of wheat .....	14.3
Powdered wheat starch .....	14.0
Stinking smut of wheat with wheat dust .....	13.9
White dextrin .....	13.9
Starch dust (corn) from dry starch kilns .....	13.8
Canary dextrin .....	13.8
Tan bark dust .....	13.3
Powdered corn starch .....	13.2
Wheat starch .....	13.1
Starch and dextrin dust from about tray filler .....	13.0
Wheat elevator dust, side wall .....	13.0
Dextrin dust from top of reels and mixer .....	12.8
Wood dust from chipper room .....	12.8
Corn starch .....	12.7
Oat and corn dust from unloading station .....	12.6
Lump corn starch pulverized to pass 200 mesh .....	12.5
White corn dust, top of elevator .....	12.5
Wheat elevator dust .....	12.5
Oat and corn dust top of elevator .....	12.4
Oat dust from ground oat hulls .....	12.3
Sugar, lump pulverized to pass 200 mesh .....	12.2
Gluten feed dust, beams, etc., in curing room .....	12.1
Oat dust from feed oats .....	12.0
Dark canary dextrin .....	11.8
Feed dust from dust collector .....	11.8
Potato flour .....	11.7
Sugar dust from sugar pulverizer .....	11.7
Rice starch .....	11.3
Wheat flour from packing room .....	11.2
Powdered wheat starch .....	11.0
Corn elevator dust .....	11.0
Malt dust from discharge of collecting system .....	10.6
Wheat flour dust, rolls and purifiers .....	10.5
Fertilizer dust, from grinding dry tankage .....	10.5
Tapioca flour .....	10.4
Sugar dust, collector from powder mills .....	10.3
Pittsburgh standard coal dust .....	10.1
Tan bark dust .....	10.0
Tapioca flour .....	9.9
Cocoa dust from cocoa bolters .....	9.9
Reduction middlings .....	9.4
Wheat flour from packing room .....	9.3
Cocoa dust from cocoa cooling room .....	9.1
Rice starch .....	9.0
Extra fine sulphur flour .....	8.8
Wheat smut and field dust .....	8.8
Ground cork dust .....	7.4
Rice flour .....	5.6
Arrow-root powder .....	3.9
Potato starch .....	3.2
Gelatine dust from elevator .....	1.1

The results cannot be considered as absolute, as showing that the order as given here is the exact order of ease with which these will ignite. It is, however, the order of inflammability as given under the conditions



Power House and Remains of Stairway at End of Working House Murray Elevator, Kansas City, Mo.  
[See pages 530-532-533.]



used in the tests. A change of any of the conditions might increase slightly the pressure given by some, while it would decrease the pressure given by others. However, the results indicate that most of the dusts have a higher degree of inflammability than Pittsburgh coal dust, but in the light of present knowledge it is difficult to interpret the significance of this higher pressure, except that the dust is more easily ignited.

Altho these results are only relative, they indicate that all dusts tested have a high degree of inflammability, and that a dangerous condition exists where a cloud of any one of them is in suspension, or in a position where it can be easily thrown into suspension in the air. The relative degree of danger is approximately in the order of the foregoing results.

### Grain Dust Explosions.

The following list of grain dust explosions includes the date, place, firm, loss of life, loss of property:

On the evening of May 2, 1878, residents of Minneapolis, Minn., heard a rumble followed a moment later by a second jarring sound. Rushing to windows they saw above the flour mills a column of black smoke rising to a great height where the largest mill and elevator had stood. Spreading out like an immense mushroom, it floated off with the wind from the large Washburn A Mill towards the Diamond and Humboldt Mills.

The elevator, 108 ft. high, was wrapped in flames from sill to ridgepole; if it had been drenched with oil it could not have ignited more quickly. Immediately after, flames were pouring from every window in the three mills to windward, standing on the bank of the river, which were wholly consumed but did not explode. Six flour mills, the elevator, a machine shop, blacksmith's shop and planing mill, with a number of empty and loaded cars, were in flames in five minutes from the time fire was first observed, producing a conflagration, that, from ordinary causes would not have gained such headway in two hours.

At the instant the Washburn A. Mill exploded, all observers agreed that the mill was brilliantly lighted from basement to attic. One witness, who was crossing a bridge that spanned the Mississippi River below the mills, had his attention called to, what he described as a stream of fire, which issued from one of the basement windows and went back again. Immediately thereafter each floor above the basement became brilliantly illuminated, the light appearing simultaneously at the windows as the stories ignited, one above the other. Then the windows burst out, the walls cracked between the windows and fell, and the roof was projected into the air to a great height, followed by a cloud of black smoke, through which brilliant flashes resembling lightning passed to and fro.

The three mills that exploded were running; those that did not explode had been shut down for several days. Eighteen men were killed. A piece of sheet iron from the elevator, 2 ft. by 8 ft. in size, was picked up 2 miles from the disaster.

Aug. 4, 1890, the soap works of the Kendall Mfg. Co., Providence, R. I., was badly damaged, two men were killed and 9 men injured, by an explosion of air mixed with soap powder. The soap powder was ground very fine from a mixture of good laundry soap and soda. After the disaster tests made showed that soap powder would generate greater heat and more explosive force than any wheat product.

1888—Chicago, Oliver's Oatmeal Mill.

Sept. 20, 1898—Toledo, Paddock, Hodge & Co., 14, \$250,000.

Mar. 7, 1905—Cedar Rapids, Ia., American Cereal Co. Mill, \$1,500,000.

Oct. 8, 1908—Richford, Vt., Canadian Pacific R. R. Elvtr. (operated by Quaker Oats Co.), 13, \$400,000.

Jan. 4, 1910—Buffalo, N. Y., Buffalo Cereal Co. Mill, 3, \$75,000.

Mar. 7, 1910—Roby, Ind., American Maize Prod. Co. Starch Factory, 4, \$50,000.

Aug. 6, 1910—Granite City, Ill., Corn Prod. Refining Co. Glucose Factory, 2, \$55,000.

Jan. 25, 1912—Chicago, Acme Malting Co.

Nov. 25, 1912—Waukegan, Ill., Corn Prod. Refining Co. Starch Factory, 14, \$100,000.

June 24, 1913—Buffalo, N. Y., Husted Milling & Elvtr. Co. Feed Mill, 5, \$200,000.

Sept. 11, 1913—Keokuk, Ia., Purity Oats Co. Mill, 0, \$60,000.

Nov. 6, 1913—Ft. Dodge, Ia., Quaker Oats Co. Mill, 0, \$1200.

Mar. 30, 1914—Galveston, Tex., Sou. Pac. Term. Co. Elvtr. (operated by J. Rosenbaum Grain Co.), 0, \$50,000.

Sept. 22, 1914—Beatrice, Neb., Black Bros., 1, \$15,000.

July 15, 1915—Weehawken, N. J., West Shore Railroad Elvtr., 0, \$15,000. ?

Dec. 11, 1916—Peterboro, Ont., Quaker Oats Co., 6, \$1,223,000.

Oct. 13, 1917—Brooklyn, N. Y., Dows Stores, 0, \$1,000,000.

May 20, 1919—Milwaukee, Wis., Smith, Parry & Co., 3, \$100,000.

May 21, 1919—Cedar Rapids, Ia., Douglas Co., 32, Millions.

Aug. 9, 1919—Port Colborne, Ont., Gov't Elvtr., 11, \$100,000 (?).

Sept. 13, 1919—Kansas City, Mo., Murray Elvtr., ? ?.

THE RICE situation in Hongkong reached such a critical point on July 28 that the Government of the colony took over all stocks of rice in the hands of dealers and fixed the retail price of the grain at \$21, \$15, and \$12.5 Hongkong currency or \$16.80, \$12, and \$11 gold, respectively, per picul of 133½ pounds for the first, second, and third grades of rice. The Government already had made arrangements for the import of about 7,000 tons of rice monthly so long as present conditions continue and in the meantime it has prohibited the export of rice from the colony except by special permit of the superintendent of imports and exports and all rice warehouses have been closed and exports contracted for and the charters of ships fixed for rice export have been suspended. The Government estimates that it will experience a loss of about \$200,000 local currency or \$160,000 gold per month by reason of its action in behalf of the poor of the colony in the present crisis.—Consul General George E. Anderson, Hongkong.



Wreckage of Walls and Cars Blown from Murray Elevator by Dust Explosion.



Conveyor Tunnel Under Storage Tanks of Murray Elevator, Kansas City, Burst Open by Dust Explosion  
(See pages 530-531-533.)



## Summer Meeting of Industrial Traffic League.

(Continued from page 527.)

Supplement No. 2 and the letter of Aug. 9, 1919, take care of most of the complaints concerning General Order No. 15, which have come to the Railroad Administration and I trust these documents may be found satisfactory.—(Signed) Max Thelen.

Supplement No. 2 to General Order No. 15, General Order No. 15, dated March 26, 1918, is hereby supplemented as follows:

Paragraph No. 2 of General Order No. 15 is hereby changed to read as follows:

2. Where existing industry tracks are not covered by written contracts, they shall be maintained and operated in accordance with the provisions stated in paragraph 1 hereof. In the absence of a written contract as to the maintenance of an industry track constructed prior to March 26, 1918, the practice of the connecting carrier prior to Federal control, as applied to such track of any particular industry from the beginning of its use by such industry, shall be considered as equivalent to a written contract in accordance with such practice.—Walker D. Hines, Director General of Railroads.

The following letter by the Director General was also read: "In the absence of a written contract as to the maintenance of an industry track constructed before the date of General Order No. 15, the practice of the connecting carrier prior to Federal control, as applied to such track of any particular industry, from the beginning of its use by such industry, shall be considered as equivalent to a written contract

in accordance with such practice. This is being covered by Supplement No. 2 to General Order No. 15.

The rail and fittings in that portion of the track required to be paid for by the industry may be leased to the industry, with rental at 6% on the current market value of the material, provided good and sufficient security is furnished to cover the return of such material and that the rental be paid annually in advance.

Your attention is also called to the fact that the Railroad Administration has not deemed it wise to prescribe a uniform liability clause in industry track contracts, but the Regional Directors are to use such forms as in their judgment and with the approval of the corporation, may be most appropriate.

It will be noted that the matter of a uniform liability clause in industrial track contracts is left open to the various carriers to handle in such way as they see fit. Several of the principal lines have already modified their liability clauses, and we are advised that several of the others will in the near future also meet the situation.

There are several features which your com'te desire to bring to the attention of the membership, the most important of which is that it has been decided by the Director-General in Supplement No. 2 to General Order No. 15, that in the absence of a written contract as to the maintenance of an industry track constructed prior to March 26, 1918, the practice of the connecting carrier prior to Federal control, as applied to such track of any particular industry from the beginning of its use by said industry, shall be considered as equivalent to a written contract in accordance with such practice. This

is a very important decision to a great many members of the League, as the Side Track Com'te has received a large correspondence up to date from our various members making inquiry as to whether they should enter into new agreements which are sent to them, with the suggestion of the carrier that it is necessary now to enter into an agreement which was not heretofore in effect.

It might also be stated here that since this general Order No. 2 has been issued, several of our members have been presented with agreements which the carriers insist be immediately signed, but your Side Track Com'te has from the beginning requested members not to go into any agreement not absolutely necessary to getting a track installed, and we do not think that any of our members have been forced into any unfair arrangement up to date—but it is just as well for any one having a side track negotiation, to bear in mind that it is not now necessary to change the terms of agreement in effect prior to Federal control.

As stated, some of the lines have now prescribed a modified form. The New York Central Lines have a new form of agreement which has been reported to your com'te, which is a great improvement over that heretofore insisted upon by that company. The new liability clause is as follows:

**New York Central Liability Clause.—Sixth:** It is understood that the movement of the Railroad's locomotives over said track involves some risk of fire, and as between the parties, the industry assumes all responsibility for loss or damage arising from fire caused by locomotives on said track; except to the premises of the railroad and to rolling stock belonging to the railroad or to others.

As to loss arising from any other cause each party shall indemnify the other for, and save the other harmless from, all loss of property and life and injury to property and persons arising out of the use of, or occasioned by the construction or maintenance of said track as follows:

The railroad assumes all responsibility for loss of or damage to rolling stock belonging to the railroad, or to others; and for injury to or death of agents or employees of the railroad, when acting as such; except such loss, damage or injury or death as may be caused by the sole negligence of the industry, or the agent or employees of the industry, when acting as such.

The industry assumes all responsibility for loss of or damage to all other property; and for injury to or death of all licensees, and of its agents or employees, when acting as such; except such loss, damage, injury or death as may be caused by the sole negligence of the railroad or the agents or employees of the railroad when acting as such; the intent of this agreement being that in the case of joint negligence, each party shall bear its own loss, except in case of fire, and then only as set forth above.

In connection with the above we beg to submit a very fine legal opinion that we have on this paragraph in regard to the fire clause, which is interesting and which should have consideration by everyone interested in this particular feature. The fire clause of the New York Central is reasonable compared to that insisted upon by some of the other lines, but in view of the interpretation placed upon it by counsel, it is worthy of further attention on the part of those who are signing contracts of this character, and it is suggested that the New York Central be asked to in all instances make the changes suggested.

**Legal Opinion on This Clause.—**The sixth paragraph thereof in its present form is unfair and unequitable in that it makes you assume all responsibility for loss by fire caused by locomotives on the side track, whether they are there for your benefit or someone else's. This side track agreement contains the usual provision that the track may be used by the railroad for its own purposes and for serving outsiders so long as the same does not interfere with your use. Certainly you ought not to assume the risk of fire in such instances where the locomotive is not being used for your benefit. We suggest, therefore, that there be inserted in the third line of the sixth paragraph after the words 'caused by locomotives on side track' the following, 'while being used or operated for the industry's benefit.'

The St. Paul Railroad has also issued a modified form of industrial contract, the clause in their contract being changed—their original clause being as follows: "The industry shall indemnify and save harmless the railroad from all liability for loss, damage, injury or death, including all expenses incident thereto, and including damage by fire caused by the negligence of the railroad, or otherwise, growing out of or caused by the construction, operation and maintenance of said tracks, excepting liability for personal injuries caused by the sole negligence of the railroad, and shall on notice conduct the defense on any actions therefor."

The new proposed clause is as follows: The industry shall indemnify and save harmless the railroad from all liability for loss, damage, injury or death, including all expenses incident thereto and including damage by fire, growing out of or caused by the construction, operation and maintenance of said tracks, excepting where



Wreckage of Cars and Concrete Track Shed, Murray Elevator Dust Explosion.



All Walls and Some Piers, First Story, Murray Elevator, Blown Out by Dust Explosion. (See pages 530-531-533.)



such loss, damage, injury or death results from the negligence of the railroad.

It will be noted that these two railroads are on the way towards fairly meeting the situation and accepting their proper share of responsibility. Some of the other lines are still standing out with unreasonable demands, but it is expected that in due time some of them will have a change of heart and will decide that a railroad has to be just as fair as it expects its public to be—and when they come to that point we will have a better feeling all around. Some of the demands that have been made in connection with these side tracks have been of a "jug-handled" character and the parties who have insisted upon them have not helped the general situation in any wise. These are the days when you have to give and take, and each one has to accept his full share of responsibility.

The foregoing is generally an outline of what has been accomplished in the matter of securing a reasonable liability clause in side track agreements. We feel that until the railroad legislation determines definitely the tribunal which will have charge of this particular subject—whether it will be the Interstate Commerce Commission or the respective State Commissions—that the present position of the Side Track Com'te be continued; and which, while it might be termed as a sort of "Watchful and waiting policy" we feel has at least brought forth results and we feel further that it is unwise to launch into litigation until we are sure that the tribunal before whom the case is presented will be in a position to settle it. We have every feeling of confidence that the question will be properly settled in due time, but we feel that we should not take any chances of launching into litigation until the tribunal before whom we present the case is clearly authorized to settle it, and which we think will be determined in the very near future.

F. T. Bentley, Chicago, Chairman B/L Com'te: I haven't any formal report, Mr. Chairman, but I might, for the information of the members, give you what the present situation is since the federal courts in the District of New York enjoined the putting into effect of the proposed B/L ordered in by the Interstate Commerce Commission. The Commission has appealed for that decision and as it stands now, there can be no action taken until the one of two things happen, the first is that the Court will find that the Commission has the authority, in which event the commission will no doubt then set a date on which this B/L will become effective. If they make the injunction permanent we are then left up in the air as to where there is any authority to go in regard to Bs/L.

#### Two Years and a Day Limit on Suits.

Joseph E. Decker & Son, of Mason City, Iowa, thru their attorney, Walter E. McCornack, of Chicago, brot a suit before the Interstate Commerce Commission alleging that the 2-year limitation rule was not proper and should not be

overturned. The League sent out a circular to the members calling their attention to this case and asking those who had a personal interest in this class of trouble to get into communication with Mr. McCornack and intervene in the case if they could or wanted to.

Further than that, the League, thru its Executive Com'te, has instructed Attorney Walter to intervene in this case in behalf of the League and Attorney Walter has drawn a petition of intervention. The complaint only ran against Walker D. Hines and eighteen railroads. In case Decker won the order would only lie against those eighteen roads and would not help anybody else. So the petition in behalf of the League has been drawn so as to bring in all common carriers as defendants, so that in case this case is won the results will apply equally to all carriers alike. And would again suggest that any of you who have similar cases that they want to consolidate, to get it in under this case or get it in in the Decker case, because this is a test case now as to what is going to happen where the carrier has had a claim presented to it within the legal length of time but has neglected to settle until after the two years and one day has elapsed and then refuse to pay on the ground that it is illegal.

R. D. Sangster, Kansas City: The reconsignment rule now provides that reconsignment orders shall be on file at billed destination or at a terminal yard serving the same, prior to arrival of car in order to be subject to the charge of \$2 and therefore to be subject to a charge of \$5 per car. Now, it is impossible for the consignee to know when the car hit the billed destination or terminal yards serving it and the result is that very frequently he gets caught for a charge that he might escape part of if he were first given notice of arrival and given some time in which to file reconsigned instructions previous to being given the maximum penalty and the rule is against the principle of the demurrage rules in that respect, where you have a certain free time at billed destination for exercising the unloading duty and having, in some instances, on some commodities, the reconsignment privileges.

I contend that the Commission's rules as to the five day period should give the consignee at destination 24 hours in which to exercise the reconsignment privilege. I do not believe the point was developed fully on the record, at least, the Commission decision, nor the brief filed by the grain markets makes no point of it and I think that the League would to protest against that and ought to bring it up.

#### Refund of War Tax.

Fred Borries, Louisville, Ky.: We received

a ruling from the Commissioner of Internal Revenue that the Government would not allow the railroads to refund the war tax on any shipment billed in on which a refund is made. In other words, if we, at Louisville, buy our wheat at St. Louis and reship it and get a refund, on the inbound rate, we are not allowed a refund. That of course, puts a penalty on every miller and every reshipper of grain and I want to ask the League if that has been brot to their attention and whether they can do anything in the matter. The rate—for instance, in St. Louis we pay ten and a half on grain. We mill it and ship it to the south and get a refund of five cents. Now, on that refund of five cents that we get we are not allowed a refund for the war tax.

(Continued on page 542.)

#### Plant Damaged by Dust Explosion.

*Grain Dealers Journal:* The dust explosion in our elevator a short time ago was of small dimensions and it was caused by the motor which runs the elevator leg getting hot and a spark from it setting fire to a cotton covering in which it was enclosed. This in turn exploded a small amount of dust that was in the room and blew out the end wall of the room, causing considerable disturbance and a loss of about \$5,000 for replacement.

One man was quite badly burned but he is recovering nicely, for which we are very grateful.

What fire there was after the explosion flew down the elevator shaft and did some damage before it was put out. We have an automatic sprinkling system, which functioned instantly. I think the explosion caused it to work so quickly. We feel sure that it would have worked if the fire had gotten any headway. It happened about 5:30 in the afternoon when the men were just quitting. We got the fire department here very quickly and the water thrown did considerable damage to the stock.

We feel the real cause of the fire was that the covering over the motor to keep out the dust was not fireproof, altho it was passed by the inspectors for the fire insurance company.—Curtiss Grain Corporation, Edwin Lodge, Manager, Buffalo, N. Y.

#### Another Dust Explosion.

The Curtiss Grain Corporation of Buffalo suffered damages last week to its plant at 1222 Broadway caused by dust explosion. Three men were burned, one seriously, and the damage is estimated at \$20,000. The cause of the explosion was laid to a cotton covering for a motor to protect it from dust. It is thought that a spark from the motor fired the cotton which in turn ignited the dust suspended in the air, and part of one wall was blown out.

The elevator which was built partly of wood and partly of brick was saved from complete consumption by automatic sprinklers. The accident occurred about 5:30 p. m. when the three men who were burned were on the ground floor preparing to leave after their working force had gone. The explosion occurred on the fourth floor blowing out about forty feet of the west brick wall and all the windows. Otherwise the structure is not seriously damaged. Fire broke out in many places but the damage by flames was slight. Considerable stock was damaged by water.

The injured are Anthony Plazka, Michael Sisk and Walter Marakwicz all of Buffalo. Plazka was burned all over the body and probably will lose the sight of his left eye. He was rushed to a hospital immediately after being taken from the burning plant. The other two men were treated and sent to their homes. Sisk was a grain inspector and had just finished inspecting grain in the Curtiss plant when the explosion occurred.



Plant of Curtiss Grain Corporation at Buffalo, N. Y., Damaged by Grain Dust Explosion.



# Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

## ARKANSAS

Clarksville, Ark.—V. Kolb and L. King have bot the elvtr. of the S. J. Mayes Grain Co.

Fort Smith, Ark.—The Durrett Flour & Grain Co. has paid \$9,000 for a new building.

## CANADA

Ft. William, Ont.—The Western Elvtr. Co. will spend \$20,000 in building a reinforced concrete lunch room and garage near its elvtrs.

Calgary, Alta.—The Canadian Wheat Board, which is responsible for the disposal of the 1919 crop of the Dominion, held an important session on Sept. 17. The board discussed with representatives of Alberta interests the rules and regulations governing the sale of the crop.

Toronto, Ont.—Lincoln Goldie, of Guelph, has been appointed eastern representative of the Canadian Wheat Board and will have offices in this city. He will have charge of the territory extending from the Atlantic to Fort William. A sub-com'te has also been appointed to act with Mr. Goldie, Col. Fraser Buford acting as eastern mgr.

Fort William, Ont.—The following officers were elected at the annual meeting of the Fort William and Port Arthur Grain Exchange, Wed., Sept. 10: Norman M. Paterson, pres.; D. L. Bole, vice-pres., and C. Birkett, sec'y. Com'te of arbitration: Geo. D. Gala, F. A. Guy, A. D. LeMay, D. E. McKay, H. Sellers, J. W. Wolvin and J. W. Newman. Com'te of appeals: G. D. Macdonald, W. D. Muirhead, N. M. Paterson, J. R. Smith, J. W. Harkness, I. De Lemater, and J. Murphy. Pres. Norman M. Paterson is pres. of the N. M. Paterson Co., Ltd., and the Interior Elvtr. Co., Ltd., which operates 70 elvtrs. He has also recently been appointed a member of the new Canadian Wheat Board to handle the 1919 wheat crop. Vice-pres. D. L. Bole is director of the Mutual Elvtr. Co., Ltd., the Bole Grain Co., and the Muirhead-Bole Grain Co.—C. Birkett, sec'y.

## WINNIPEG LETTER.

The Portage Milling Co. has completed its \$50,000 elvtr. and will open it Oct. 1.

The Grain Exchange has decided to give each member \$900 out of accumulated surplus funds.

The Associated Farmers Elvtr. Co., Ltd., incorporated; capital stock, \$150,000; M. K. Smith and others, incorporators.

The Warner Grain Co. incorporated; capital stock \$400,000; incorporators: Jos. Warner, pres.; C. E. Hayle, vice-pres.; and L. R. Clark, sec'y-treas.

Donald Morrison, Jr., a recent bridegroom, was presented with a handsome chest of silver by members of the Grain Exchange at the close of trading Sept. 11.

A meeting of the Western Grain Standards Board was held in this city, Sept. 22, for the selection of standard samples for commercial grades of grain (other than those specifically set forth in the grain act).

The following officers were elected for 1919-20 at the annual meeting of the Grain Exchange, Sept. 10: Pres., J. E. Botterell; vice-pres., N. L. Leach; sec'y-treas., Dr. R. Magill. Com'te of arbitration: S. R. Crow, David Horn, F. N. McLaren, W. L. Parrish, J. A. Richardson, and A. Thompson. Com'te of appeals: F. T. Evans, A. K. Godfrey, E. W. Kneeland, W. A. Matheson, Donald Morrison, W. W. McMillan and C. Tilt.

## CALIFORNIA

San Francisco, Cal.—Henry E. Strout has succeeded H. C. Dignam as mgr. of the brokerage dept. of the Western Pacific Grain Co.

## COLORADO

Kit Carson, Colo.—We have built an elvtr. here. Our head office is at Boyers.—J. C. Jones, mgr., Plains Grain & Produce Co.

Hyde, Colo.—I will manage the elvtr. of the Wagey-Itten Grain Co. at this point as soon as it is completed.—F. W. Hoobler, Yuma.

Haxtum, Colo.—I was formerly mgr. for the Farmers Elvtr. Co. at Forest City, Mo., but am now located here.—H. E. Combs, Farmers Grain & Trading Co.

Denver, Colo.—My husband, E. B. Palmer, died Mar. 11 from apoplexy. We did not sell the business to any one but gradually closed it out until the estate could be settled. My son has been associated with his father in the past and we think of opening the business again later on.—Mrs. E. B. Palmer.

Fast Lake, Colo.—We started business here Sept. 1, in our new elvtr. which has a 20,000-bu. capacity and is located on the U. P. R. R. We have installed a Richardson Simplex Cleaner and Richardson Automatic scales. Our officers are: J. Bruce Smith, pres.; John H. Farmer, sec'y and treas.; J. C. Fitzgerald, J. A. Stonehoecker, J. E. Whytal, directors.—East Lake Elvtr. Co., Ed. Tadlock, mgr.

## IDAHO

Nampa, Ida.—The Idaho Equity Exchange has succeeded the Farmers Society of Equity of Canyon County. Lewis F. Yoder is sec'y and mgr.

Pocatello, Ida.—The elvtr. of the Pocatello Mill & Elvtr. Co., recently completed, consists of 3 concrete tanks, 100 ft. high, with capacity of 100,000 bus. It is equipped with 2 elvtr. legs, elevating 4 carloads per hour each, an automatic power shovel, car puller of 3 cars capacity and 10 electric motors. Brick curtain walls separate the elvtr. from the mill.

## ILLINOIS

Ashkum, Ill.—The Farmers Elvtr. Co. is building a new concrete elvtr. here.

Havana, Ill.—McFadden & Co. are installing a Randolph Drier in their elvtr. here.

Murphysboro, Ill.—Ichertz & Watson of St. Louis, Mo., are opening an office here.

Allenville, Ill.—W. W. Rose has bot our elvtr. here.—J. B. Tabor Grain Co., Sullivan.

Atterbury, Ill.—McFadden & Co. are adding several storage tanks to their plant here.

Green Valley, Ill.—The Farmers Grain & Coal Co. has installed a Hall Signaling Distributor.

Astoria, Ill.—The Astoria Grain Co. has built a one-room addition to its elvtr. recently erected.

Cairo, Ill.—The mother of A. E. Rust, of the Halliday Elvtr. Co., died Sept. 18 at Los Angeles, Cal.

Sullivan, Ill.—Ledbetter & Tabor have bot our elvtrs. here and at Bruce.—The J. B. Tabor Grain Co.

Morris, Ill.—P. D. O'Connor, of Chicago, is now mgr. of the L. E. Ferry Cash Grain Commission Co.

Sciota, Ill.—We are out of the grain business entirely.—E. E. Sapp, formerly elvtr. owner at Good Hope.

Bridgeport, Ill.—The new concrete elvtr. of A. P. Cooper is going up rapidly and will soon be completed.

Walshville, Ill.—Al Tiffin has succeeded D. A. Dolle as mgr. of the Walshville Farmers Grain & Livestock Co.

Galesburg, Ill.—The Farmers Elvtr. Co. is building a new reinforced concrete house.—Geo. L. Bowman.

Clinton, Ill.—C. P. Caldwell, of Kankakee, has succeeded Ralph Costello as mgr. for the Conover Grain Co.

Macomb, Ill.—I have succeeded A. C. Parks as mgr. for the Farmers Grain, Fuel & Supply Co.—A. F. Gilchrist.

Lebanon, Ill.—L. L. Pfeffer, pres. of the Pfeffer Milling Co., died at 6:20 a. m., Sept. 19, at the age of 57 years.

Cuba, Ill.—The new elvtr. of the Cuba Co-operative Grain Co. is completed. G. W. Tucker, of Walnut Grove, is mgr.

St. Anne, Ill.—Geo. Bieber of Sublette has bot the elvtr. of Malo & Bisonette, and is operating as the Bieber Grain Co.

Palmyra, Ill.—The Duncan Grain Co. incorporated; capital stock, \$10,000; incorporators: F. L. Chiles, J. A. Smith, and L. F. Nifong.

Barnes, Ill.—The Barnes Grain Co. is building a 50,000-bu. reinforced concrete elvtr., office and warehouse. L. N. Cope & Co. are doing the work.

Cairo, Ill.—James E. Bennett & Co. have opened an office here. They are occupying the recent quarters of Ichertz & Watson, of St. Louis, Mo.

German Valley, Ill.—The name of this town has been changed to Meekin. The German Valley Farmers Elvtr. Co. is the only grain firm now there.

Staley, Ill.—The Staley Grain & Coal Co., of Champaign, Ill., is erecting a 30,000-bu. crib storage elvtr. at its plant here. The six bins are hoppers.

Decatur, Ill.—L. E. Duncan, formerly of L. E. Duncan & Co., which firm is out of business, is now mgr. of the office of the Bartlett Frazier Co. in this city.

Farmersville, Ill.—The new elvtr. of the Farmers Elvtr. Co. has been completed even to a new coat of paint and will be put into operation at once.

Harpster, Ill.—We sold our elvtr. at this station to the Central Grain Co., Gibson, Ill., Feb. 1, 1919.—Geo. B. Conover, pres., American Grain Co., Decatur.

DuBois, Ill.—We operate 2 plants, one here of which John Dale, Sr., is mgr., and one at Dahlgren, where John A. Reminger is mgr.—Dale Maulding Milling Co.

Walnut, Ill.—W. C. Brokaw, who operates elvtrs. at Princeton, Arlington, Clarion and Meridan, has bot the elvtr. of Rudiger & Meiseneheimer, taking possession Sept. 1.

Glasford, Ill.—The Farmers Elvtr. Co. has increased its capital stock from \$25,000 to \$35,000. Its new concrete elvtr. at Bells Landing, a few miles from here, has been completed.

Urbana, Ill.—The 4th Annual Better Community Conference will be held at the state university, Oct. 3, 4, and 5. An extensive and interesting program has been prepared.

Homer, Ill.—Arthur Beier, of Hudson, has succeeded Roy Savage, temporary mgr., for the Farmers Elvtr. Co. Mr. Savage succeeded Wm. Allen who stayed here only a little while.

Decatur, Ill.—H. T. Morris will succeed H. H. Corman in the grain business in this city. Mr. Corman is to go to Indianapolis as sales mgr. for the 7 plants of the American Hominy Co.

Muncie, Ill.—Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$20,000; incorporators: J. H. Gorman, R. H. McAllister, of Muncie; Alfred Dunn and C. M. Davis of Fithian.

Petersburg, Ill.—The Junction Grain Co., which bought a mill here, has remodeled it into an elvtr. and have installed one of the Randolph Direct Heat Driers with a capacity of 3,000 bus.

Bellville, Ill.—The J. F. Imbs Milling Co. is building additional warehouse room to its mill building here. The structure of reinforced concrete will add storage for 10,000 bbls. flour.

Holcomb, Ill.—The safe in the elvtr. of the Holcomb-Dutton Lbr. Co. was partially wrecked Sept. 9 by robbers who, however, were frightened away before any great damage was done.

Teheran, Ill.—We have installed a Richardson Automatic Scale, Electric Motor, B. S. Constant Twin Shoe Cleaner, V-type cups and new belt and a driving elvtr. head with gears instead of chains. We also put a new concrete foundation under the elvtr. and a new pit.—C. W. Taylor, agt., McFadden & Co.



Good Hope, Ill.—I will enlarge the office of the elvtr. I recently bot of E. E. Sapp, and will install outside scales. I have no one associated with me and will take charge Oct. 1.—A. C. Parks.

Cairo, Ill.—W. L. Duncan, sales mgr. for the Samuel Hastings Co., and Miss Alberta Naugle slipped away to Chicago, Sept. 11, and were married. Congratulations are being heartily extended.

Armington, Ill.—Local business men have organized a stock company and have bot the elvtrs. of J. C. Britt at this station and at Center. Mr. Britt will remain in charge for the present.

Mason City, Ill.—The elvtr. of J. R. McCreery & Son, containing 4,000 bus. of corn, and the office, burned Sept. 16; loss \$10,000, fully covered by insurance. It is believed that the fire started in the engine room.

Donovan, Ill.—I have succeeded E. B. Nordwahl as mgr. for the Donovan Grain Co. Mr. Nordwahl has bot a fourth interest in the competing elvtr. and is operating as the Nordwahl & Johnson Grain Co.—Chas. Rice.

Macon, Ill.—H. T. Moore, prop. of J. S. Guthridge & Co., is having repairs made at his elvtr., including a new driveway and dump, new ear corn elvtr. and 25 and 15 h. p. motors. The Decatur Construction Co. is doing the work.

Rapatee, Ill.—The foundations for the new elvtr. of the Farmers Elvtr. Co. have been completed and work on the concrete structure will be pushed. Officers of the company are: Marion Hant, pres.; Phillip Fullmer, sec'y; and J. L. Harden, treas.

Kaser (Carrollton p. o.), Ill.—Several large bins of wheat collapsed in the elvtr. of the Kaser Co-operative Co. here, Sept. 11. About 4,000 bus. went into the elvtr. pit and the machinery was seriously damaged. Overloading is given as the cause of the trouble.

Kinsman, Ill.—Thos. Ryan, of Thomas Ryan & Son, died Sept. 11, after a lingering illness. He had been in the grain business here for many years. His son, D. A. Ryan, was associated with him in the business. He is survived by another son and 6 daughters.

Granite City, Ill.—The Best Clymer Manufacturing Co. of St. Louis, Mo., has bot the plant of the Corn Products Refining Co. in this city, the price being \$4,500,000. The operation of the plant, however, is to be continued under lease for one year, ending Oct. 1, 1920, at a rental of \$1,250,000.

Campus, Ill.—We have installed a Hall Signaling Distributor in our elvtr. and have put on 12 ft. of cribbing and a new cupola the full length of the building. We also installed 2 new Challenge Dumps, 2 legs and 2 boots. We now have a capacity for 100,000 bus.—The Campus Grain Co. will hold a stockholders' meeting, Sept. 29, for the purpose of deciding on the sale of the elvtrs. here and at Cardiff.—J. H. & G. E. Walsh.

Little York, Ill.—The case of Shughart & Meginnis, formerly operating as the Little York Grain Co., against Wm. Payne has been held over till the next docket, owing to the sudden death of the mother of the defendant's attorney. The Shughart-Payne case involves an alleged contract made between the plaintiffs, operating as the Little York Grain Co., and the defendant for the purchase and delivery of 10,000 bus. of No. 4 yellow corn, the contract being made in September, 1917, and involving delivery no later than Dec. 31 of that year.

Tampico, Ill.—The Farmers Elvtr. Co. has let contract to L. M. Cope & Son for a 60,000-bu. concrete elvtr. to be completed Dec. 1. The elvtr. will consist of 6 concrete tanks, 73 ft. high, built in the form of a square and surmounted by a cupola bringing the total height of the elvtr. to 110 ft. There will be 14 bins and the elvtr. will be run entirely by electricity. Motors, automatic dump and weigher, 2 wagon dumps and other up-to-date equipment will be installed. The old elvtr. is being rapidly wrecked and work on the new one will be started in a few days.

#### CHICAGO NOTES.

Keelin Bros. are adding a few storage tanks to their elvtr. but will install no new machinery. The Macdonald Constr. Co. has the contract.

Logan & Bryan have taken an additional large room in the Board of Trade Bldg. and have equipped it with 75 wires and 50 operators. Blackboards occupy the full length of the room containing all the latest quotations. Theirs is the largest private wire system in the world, having 40,000 miles of wire and extending from coast to coast.

The following applications for membership in the Board of Trade have been posted: Frank F. Thompson, A. L. Rosener, L. Richards, R. M. Lockhart, M. F. Cudahy, Wallace Templeton and Edward Lichtenberger. Memberships posted for transfer are: Estates of Patrick Cudahy and Chas. Lichtenberger, A. S. Templeton, W. B. Lathrop, W. R. Cralg and Geo. E. Pierce. Members elected are: C. D. Edenburg, L. H. Worth, A. F. Broderick, Leopold S. Bache, Edward K. Scheftel and J. T. Gwathemy.

#### PEORIA LETTER.

Walters & Bowman of Chicago have opened a branch office here with L. A. Bowman and C. B. Goldstein in charge.

The Corn Products Co. is again operating its plant, having been shut down on account of a strike. The capacity of the plant is to be increased.

The new reinforced concrete, 650,000-bu. Conover-McKinley Elvtr. consisting of 16 tanks, will be completed about Nov. 15. It will have a handling capacity of 160 cars in and out daily and will be equipped with Clipper Cleaner and G. E. Motors. The Burrell Engineering Co. has the contract.

#### INDIANA

Monon, Ind.—True Brookie has succeeded J. A. Irons as mgr. for D. L. Brookie.

Terre Haute, Ind.—I have discontinued my grain and hay business.—H. H. Mottier.

Berne, Ind.—The Berne Equity Exchange Co. will install a Hall Signaling Distributor in its elvtr.

Frankfort, Ind.—The McCordle-Black Co. of Indianapolis will open a branch office here at once.

South Milford, Ind.—The new elvtr. of the Home Grain Co. has been completed and is now operating.

Guernsey (Reynolds p. o.), Ind.—C. A. Ballard is again elvtr. mgr. for Loughry Bros. Mfg. & Grain Co.

Indianapolis, Ind.—C. W. Wishmire, chief grain inspector, has applied for membership in the Chamber of Commerce.

Connersville, Ind.—C. O. Wise is mgr. of the new elvtr. of the Fayette Grain Co., which will be put into operation Oct. 1.

Windfall, Ind.—The Farmers Elvtr. Co. will begin work on its new elvtr. in a few days, the excavating being nearly all done.

Whitesville, Ind.—The Newton Busenbark Grain Co., of New Market, has bot an elvtr. here and now operates 7 houses.

Claypool, Ind.—We have bot Geo. B. Pontius' grain elvtr. here. Ours is the only elvtr. here now.—Kinsey Bros., North Manchester, Ind.

Mt. Vernon, Ind.—The Home Mill & Grain Co. has installed a Randolph Grain Drier with the direct heating system, having a capacity of 3,000 bus. per day.

Greendale, Ind.—Squibbs Elvtr. Storage Co. incorporated; capital stock, \$3,000; incorporators: N. E. Squibbs, Robert L. Squibbs and Elmer L. Schneider.

Lawrence, Ind.—Wm. A. Dair, for many years in the grain and milling trade, recently died at his home near here at the age of 71. Death was due to paralysis.

Colburn, Ind.—J. A. Irons is not mgr. of either of our elvtrs. We have 2, one here and one at Buck Creek.—Buck Creek Farmers Co-operative Ass'n, per W. E. Yelton.

Ade (Brooks p. o.), Ind.—The recently organized Farmers Elvtr. Co. has bot the elvtr. of the Ade Grain Co. and will take possession Oct. 15. The price paid was \$27,000.

Poneto, Ind.—Sparks from the gas engine started a fire in the elvtr. of the Farmers Elvtr. Co., Sept. 8, but the flames were quenched before any material damage was done.

Indianapolis, Ind.—E. W. Bassett of this city is one of the 25 men indicted by the Chicago Grand Jury, Sept. 17, in connection with the \$1,000,000 stock swindle organized by Chas. W. French.

Carlisle, Ind.—J. C. Fairhurst has bot the interest of his partner, J. C. Purcell, in the Carlisle Grain Co. Mr. Purcell also sold his farm properties and will spend the winter in California.

Indianapolis, Ind.—H. H. Corman, who has been in the grain business at Decatur, Ill., for many years, will become sales mgr. for the 7 plants of the American Hominy Co. with offices in this city.

Farmland, Ind.—Workmen are tearing down the old frame elvtr. of Maley, Shaw & Thornburg, which was built in 1854. The Goodrich Bros. Hay & Grain Co., of Winchester, has just completed its new concrete elvtr., 130 ft. high.

Edinburg, Ind.—Contract for a 16x36x204 ft. reinforced concrete elvtr., consisting of 18 tanks and a cleaning and storage building, has been let by the Cutsinger & Thompson Co. to D. J. Wacker of Indianapolis. Work will be started in the spring.

Royal Center, Ind.—Officers of our company are: Bert Williams, pres.; Beacher House, vice-pres.; I. A. Kistler, sec'y; and A. O. Brandt, treas. We are now operating the elvtr. recently purchased from Ashpaugh & Catron.—C. M. Thomas, mgr., Farmers Co-operative Co.

Ft. Wayne, Ind.—Fred Doeberman was fined \$5 and sentenced to 10 days in jail after he had admitted the theft of grain from the Woodbury Equity Exchange Elvtr. He said that he used the grain for chicken feed and sentence was suspended on his promise of future good behavior.

#### IOWA

Lorah, Ia.—F. L. Green is now agt. for Campbell & Son.

Story City, Ia.—The Farmers Grain Co. has installed a new scale.

Union, Ia.—The Union Grain Co. has moved its office nearer the elvtr.

Burlington, Ia.—At a recent Farmers Union meeting it was decided to build an elvtr. here.

Kanawha, Ia.—Repairs on the elvtr. of the Bowles-Kessler Grain Co. have been completed.

Sioux City, Ia.—We have moved our headquarters from Beresford, S. D., to this city.—J. T. Scroggs.

Dennison, Ia.—Efforts are being made to form a Farmers Union here to buy the elvtr. of the Farmers Elvtr. Co.

Garwin, Ia.—F. G. Bocher, who succeeded W. S. Beal as mgr. for the Farmers Elvtr. Co., took charge Sept. 1.

Davenport, Ia.—A. W. Carver will represent the Moses Rothschild Co. in Iowa with headquarters in this city.

Lake View, Ia.—Armstrong & Smith are mgrs. of the Lake View Grain Co.—F. C. Simmons, mgr., Simmons Popcorn Co.

Des Moines, Ia.—W. S. Beal, office mgr. for Mayer-Holbrook & Co., was formerly mgr. for the Farmers Elvtr. Co. at Garwin.

Wright, Ia.—K. Knudsen recently sold his elvtr. which he has been operating under the name of the W. L. Votaw Grain Co.

Persia, Ia.—Our officers are W. H. Hilborn, pres.; J. F. Powers, sec'y; and C. M. Willard, mgr.—Farmers Co-operative Elvtr. Co.

Cedar Rapids, Ia.—The Douglas Starch Co. has collected \$3,000,000 insurance for the explosion which destroyed its plant May 21.

Bussey, Ia.—My elvtr. is now in working order and I am operating it. I will rebuild the mill, burned July 10, at once.—H. F. Kester.

Kingsley, Ia.—The Farmers Elvtr. Co. has let contract to D. F. Hoag & Co. for a 25,000-bu. concrete elvtr. to replace the house burned July 13.

Marsh, Ia.—Orville Grim has succeeded me as mgr. for the Farmers Elvtr. Co. I recently resigned and intend to buy an elvtr. soon.—C. M. Bolon.

Oyens, Ia.—The new reinforced concrete elvtr. of the Plymouth Milling Co. will be finished Oct. 15. It will replace the elvtr. burned June 21.

Nevada, Ia.—I am now mgr. for the Farmers Grain Co. at this point.—A. K. Morrison, formerly mgr. Farmers Grain & Lbr. Co., South English, Ia.

Ontario, Ia.—Officers of the new farmers company are: W. T. Barr, pres., and Frank Schneider, sec'y-treas.—A. E. Ross, sec'y old Farmers Grain Co.



Garner, Ia.—F. W. Steiff has succeeded F. Kluckholm as our mgr. A. Kluckholm is pres. and A. E. Katter sec'y of company.—Farmers Co-operative Society.

Doris (Independence p. o.), Ia.—Fred B. Maynard has succeeded Jost & Maynard at this station instead of at Independence as reported in this column Sept. 10.

Sigourney, Ia.—We have the only elvtr. here. It was formerly operated by J. F. Bray. We will fix it up generally and will do a grain and seed business.—Bruns Seed Co.

Bagley, Ia.—The office of the Farmers Elvtr. Co. was entered by burglars, Sept. 17, and the inner door of the safe blown open. An old overcoat and \$23 was the entire amount of the loot.

Webster City, Ia.—The Trans-Mississippi Grain Co. has opened an office here under the management of Harry H. Audley, and will occupy the quarters formerly used by E. W. Wagner & Co.

Clarinda, Ia.—The Farmers Union Store here has shipped several cars of wheat, loading in cars with scoop-shovels. They have no elvtr. nor do we know that they intend to build one.—I. W. Shambaugh.

Quimby, Ia.—I have succeeded J. F. Weaver as mgr. for the Farmers Elvtr. Co. I was formerly engaged in the grain business at Ethan, S. D. (His elvtr. at this point burned Aug. 1, 1917.)—C. P. Enright.

Dallas Center, Ia.—The Farmers Co-operative Elvtr. Co. has been organized and will be capitalized at \$30,000. It will operate the elvtr. of Robt. Whitaker. W. H. Ellerman, Geo. M. Fox and others are interested.

Des Moines, Ia.—Geo. Zeigen, charged with stealing grain from the Des Moines Elvtr. Co., pleaded not guilty, claiming that he merely swept up the loose grain around the elvtr. for chicken feed. He was released on bond of \$200.

West View Siding (not a p. o.), Ia.—The West View Grain Co. will build a 70,000-bu. cribbed elvtr. to contain 15 bins, double work floor, 2 legs, 2 dump scales and 15-h.p. Fairbanks Engine. D. F. Hoag & Co. has the contract.

Des Moines, Ia.—The partnership of W. H. Bartz and L. M. Hart, doing business under the firm name of Mid-West Consumers Grain Co., dissolved partnership Sept. 23, W. H. Bartz selling his interest to L. N. Hart.—L. N. Hart and W. H. Bartz.

Lake View, Ia.—The Simmons Popcorn Co. is now building a new 24x28x60 ft. galvanized iron elvtr. on a concrete foundation. The company will also build a drying room 100x24x20 ft. The plant will cost \$20,000. The Van Ness Constr. Co. has the contract. F. C. Simmons is mgr.

Odebolt, Ia.—Officers of the recently organized Farmers Elvtr. Co. are: U. S. Hill, pres.; P. H. Dinges, vice-pres.; and Jno. W. Kessler, sec'y-treas. The company has abandoned the hope of buying one of the elvtrs. here and has leased a site. A new elvtr. will be built as soon as contract can be let.

Atlantic, Ia.—Frank C. Lenoir, formerly with the Flanley Grain Co., of Sioux City and Minneapolis, is now our cash grain buyer with headquarters at this office. He is a member of the Omaha (Nebr.) Board of Trade and is well known to grain buyers. He has only recently returned from overseas where he served as 1st Lieut.—Rothschild Grain Co., Omaha.

Henderson, Ia.—My father, W. H. Harbor, died very suddenly on Aug. 30. He had been engaged in the grain and coal business here since 1881. He was injured in a runaway accident about a year ago and the attending to business, had never fully recovered. He was 70 years old and is survived by my mother and 4 children. Our business will go on just the same under the name of W. H. Harbor Estate. I was appointed administrator and will manage the business.—A. J. Harbor.

Atlantic, Ia.—The Rothschild Grain Co. has been made defendant in a suit to recover \$13,000, alleged to have been accepted from Albert Floto, of Griswold, in payment of grain which the petition states the company "never delivered or offered to deliver." The suit was brought by the mother of the young man whom she claims is a minor. The defendants declare the orders were received over the phone and that they knew nothing of the age of the client whose checks were always honored at the bank.

Klemme, Ia.—A. C. Lau is building a new 8x90 ft. corncrib for Walter F. Lau, his tenant. It will greatly improve the elvtr. site and give good storage room for corn.—W. B. Lau.

## SIoux CITY LETTER.

C. J. Milligan has completed his \$20,000 elvtr. and alfalfa mill.

I have sold my elvtrs. and am out of the grain business.—D. A. Aitken.

The Martens & Ketels Milling Co. has increased its capital stock from \$100,000 to \$200,000.

Geo. Strom, who recently went under an operation for appendicitis, is rapidly recovering and will soon be back at his post as mgr. for Taylor & Bournique Co., of Milwaukee, at this market.

## KANSAS

Hays, Kan.—I am mgr. for the Farmers Co-operative Ass'n.—Anton Klaus.

Satanta, Kan.—Farmers Elvtr. & Merc. Co. incorporated; capital stock, \$10,000.

Penalosa, Kan.—I am now mgr. for the Farmers Grain & Merc. Co.—W. S. Gibbons.

Lowell, Kan.—C. E. Stone, agt. for Scoular & Bishop, has moved to Elm Creek, Kan.

Rexford, Kan.—W. S. McIntyre has succeeded C. E. Hartwell as mgr. of the Farmers Elvtr. Co.

Bloom, Kan.—The new elvtr. of the Gould Grain Co. recently opened with Fred Harter in charge.

Kingsville (Rossville p. o.), Kan.—No elvtr. here yet but understand one is to be built this spring.

Wichita, Kan.—I am now mgr. of the Grain Dept. of the Strong Trading Co. here.—Bill W. Burris.

Junction City, Kan.—C. V. Fisher has bot the elvtr. of P. L. Andrews and will take charge of it himself.

Schroyer, Kan.—A. N. McCully has succeeded R. W. Welch as mgr. for the Farmers Grain, Stock & Mer. Co.

Mound City, Kan.—The Associated Mill & Elvtr. Co., of Kansas City, Mo., will build a \$15,000 elvtr. here.

Norton, Kan.—A. J. Stinson of Kanona, has bot the elvtr. of the Central Granaries Co. and is now in possession.

Stafford, Kan.—Chas. Augustus has resigned as mgr. for the Stafford Grain & Supply Co. Gene Bates is now mgr.

Charlet (Belpre p. o.), Kan.—Grover Jones is not our buyer here. Ray Field is our mgr.—Laird & Gibson, Belpre, Kan.

Hutchinson, Kan.—The Washburn-Crosby Co. has bot the interests of the Larabee Flour Mills Co. here and at other stations.

Powhattan, Kan.—The elvtr. of the Powhattan Elvtr. Co. was recently struck by lightning. The damage, however, was slight.

Plains, Kan.—The loss on our elvtr. was slight amounting to only \$134.50. The fire was caused by a shaft thru a bin.—Reno Grain Co.

Mayetta, Kan.—The elvtr. of Cooney & Miller, containing 16,000 bus. of wheat, burned recently. The loss is believed to be covered by insurance.

Sterling, Kan.—Oline & Atherton have leased the elvtr. of the Sterling Milling Co. The firm is composed of F. A. Oline and W. R. Atherton.

Rush Center, Kan.—Gene Bates, formerly mgr. for the Rock Mfg. Co., has resigned and is now mgr. for The Farmers Elvtr. Co. at Stafford.

Claffin, Kan.—Roy Miller, formerly traffic mgr. for the Central Kansas Milling Co., at Lyons, is now ass't mgr. for the Claffin Mill & Elvtr. Co.

Montezuma, Kan.—We bot the elvtr. of the Equity Exchange, also its grain, lumber, feed, etc., business.—Farmers Grain Lumber Co., M. J. Long, mgr.

Liberal, Kan.—We have installed a Diesel Type Fairbanks-Morse engine and are pulling our mill and making our lights with it. We have also installed a 100-ton Fairbanks track scale.—Light Grain & Mfg. Co.

Highland, Kan.—I am agt. for the A. J. Elvtr. Co., of St. Joseph, Mo. The company was at one time operated as the Aunt Jemima Mills Elvtr. Co. I was formerly agt. for the Rumpel Mill & Elvtr. Co. at Weston, Mo.—J. L. Lininger.

Lyons, Kan.—John Speck will not succeed Roy Miller as traffic mgr. for us as reported. Lawrence Gray will be our man.—Central Kansas Milling Co.

Carneiro, Kan.—My husband, R. N. Maze, former agent of the Ellsworth Mill & Elvtr. Co., died of influenza and pneumonia last December.—Mrs. R. N. Maze.

Marion, Kan.—We have not changed our business, merely moving into another building here. We sold our elvtr. 2 years ago.—Karl Ehrlich Grain Co.

Elk City, Kan.—The C. R. Long Grain Co. will repair its elvtr. this fall and will install an electric light plant to be run in connection with the grain business.

Duquoin, Kan.—We have built an addition to our elvtr. and installed a cleaner. I am mgr. here.—W. H. Sage, mgr., Farmers Co-operative Elvtr. & Merc. Co.

Leavenworth, Kan.—The report that H. D. Rush is operating an elvtr. here is erroneous as Mr. Rush has been dead for many years.—J. C. Lysle Milling Co.

Pretty Prairie, Kan.—We have sold our elvtr. here to a local firm, the Young Grain Co. S. E. Young will be the mgr.—The Rock Milling & Elvtr. Co. E. B. Schmidt.

Bala (not a p. o.), Kan.—F. F. Gentry has completed a 10,000-bu. elvtr., equipped with automatic scale and up-to-date equipment of every kind.—Geo. K. Hanna, Clay Center.

Fredonia, Kan.—We have merely changed the name of our firm which is still operated under the same owners and management.—Wiley Milling Co., formerly called Fredonia Milling Co.

Manhattan, Kan.—We have just completed our new 30x60 ft. warehouse addition to our elvtr. Our capital stock was recently increased from \$25,000 to \$50,000.—L. D. Arnold, mgr., Farmers Union Co-operative Co.

Cimarron, Kan.—The new 35,000-bu. elvtr. of the Emery & English Grain & Supply Co. is completed and ready for business. We have an elvtr. at Dodge City but have no branch office here as yet.—Davidson Grain Co., Dodge City.

## KENTUCKY

Louisville, Ky.—The Indiana Elvtr. & Feed Co. is the new name for the Indiana Elvtr. Co. of this city.

## LOUISIANA

New Orleans, La.—Frederic Wild, an employee at the public grain elvtr., slipped from a shipping gallery and fell 30 ft. to the wharf, Sept. 17, sustaining injuries which caused his death a few hours later. He was 62 years old.

New Orleans, La.—Owing to a very material increase in the cost of operation in our Inspection Dep't, and in order to maintain its efficiency, it has become necessary to make an increase in our inward inspection fee from 75c to \$1.00 per car. This change is to become effective Oct. 1st next.—H. S. Herring, sec'y, Board of Trade.

## MARYLAND

### BALTIMORE LETTER.

Application for membership in the Chamber of Commerce has been made by Harry M. Blinn.

The following insurance rates on grain in Locust Point and Port Covington elvtrs. are now in effect: Locust Point Elvtr. "B," \$4.25 per \$100, Elvtr. "C" \$4 per \$100, and Port Covington, .25 per \$100.

Grain stored in the Penn. R. R. Co.'s Canton Elvtr. No. 1 will be insured at the annual rate of \$6.63. All grain insured and stored in this elvtr. will be charged at a daily rate of \$100 equal to 1/30 of the monthly short rate of the annual rate, and all elvtr. receipts covering grain so insured will be charged at the rate of .0242c per day per \$100.

## MICHIGAN

Eaton Rapids, Mich.—The new elvtr. of the Abrams Seed Co. has been completed.

Freeland, Mich.—The Peoples Grain Co. will rebuild the elvtr., burned Aug. 26, at once.

West Branch, Mich.—Luther Jones is now mgr. for the Farmers Co-operative Elvtr. Co.



Shepherd, Mich.—The Shepherd Elvtr. Co. has equipped its elvtr. with a Hall Signaling Distributor.

Houghton, Mich.—The Houghton Mill & Elvtr. Co. has let contract for a mill and elvtr. Work will be started at once.

Chesaning, Mich.—The Farmers Elvtr. Co. will double the capacity of its elvtr. and will make many improvements in its plant.

Amble, Mich.—Amble Elvtr. Co. incorporated; capital stock, \$10,000; incorporators: E. L. Wellman, Grand Rapids, R. A. Wellman and A. K. Drueke.

Elsie, Mich.—J. H. Van Sice and his sister, Maude, of Mt. Pleasant, have bot an interest in the elvtr. of Hankins Bros. and Mr. Sice will manage it under the name of the Elsie Elvtr. Co.

Saginaw, Mich.—Albert L. Riedel, formerly sec'y of the Michigan Bean Co. at Port Huron, will be sec'y and gen. mgr. of the company's offices which we have recently moved to this city.—Wm. J. Orr, pres., Michigan Bean Co.

Grand Rapids, Mich.—The plant of the Valley City Milling Co. was completely destroyed by fire, Sept. 20. This is the fourth fire suffered by the company since Aug. 11, 1910, when a dust explosion and fire destroyed the 75,000-bu. elvtr. and caused a loss of \$50,000. On Dec. 4, 1914, another dust explosion partially destroyed the plant, and on May 4, 1917, friction of a belt in a grinding machine caused a fire which resulted in a complete loss.

## MINNESOTA

Clinton, Minn.—The National Elvtr. Co. has built a new office.

Hampton, Minn.—Joe Rae is now mgr. for the Farmers Elvtr. Co.

Battle Lake, Minn.—I am now agt. for the Monarch Elvtr. Co.—E. Farr.

Wheaton, Minn.—The Chippewa Milling Co. has bot the elvtr. of O. E. Ax.

Northfield, Minn.—Scott & Norgard have bot the elvtr. of Campbell & O'Brien.

Verdi, Minn.—The Farmers Equity Exchange has bot the elvtr. of Twedt & Geiss.

Breckenridge, Minn.—J. E. Gilronan is now buyer for the Breckenridge Grain Co.

Kragens, Minn.—The Farmers Elvtr. Co. will build a warehouse adjoining its elvtr.

Westbury, Minn.—I have sold my elvtrs. at this point and at Gallaway.—C. Steinkopf.

Almora, Minn.—I have bot the Beattie Elvtr. and took possession Sept. 15.—C. Steinkopf.

Lewiston, Minn.—Kimmel & Meyers of Rollingstone, have leased the 2 elvtrs. of J. J. Litcher.

Lake Elmo, Minn.—The Equity Exchange has bot the elvtr. of Louis Lohman and is now operating it.

Janesville, Minn.—The Farmers Elvtr. Co. is making a new driveway to the elvtr. Theo. Schramski is mgr.

Wanamingo, Minn.—Olaf Lund has resigned as mgr. for R. E. Jones & Co. and the elvtr. is closed at present.

Waseca, Minn.—The Farmers Elvtr. & Merc. Co. will make repairs and add new machinery to its elvtr. next year.

New Ulm, Minn.—The New Ulm Roller Mills Co. is increasing the capacity of its plant and installing new machinery.

Wheaton, Minn.—The Farmers Co-operative Elvtr. Co. has installed 3 new motors and a Gerber distributing spout.

Hawley, Minn.—The new elvtr. of the Farmers Elvtr. Co. is almost completed and the company is handling grain.

Dumont, Minn.—The National Elvtr. Co. has installed a Fairbanks Morse Engine and made minor improvements in its elvtr.

St. James, Minn.—The report that the elvtr. of the Beck Grain Co. is closed is erroneous. It is still operating here.—S. B. Swenings, sta. agt.

Argyle, Minn.—Officers of our newly organized Farmers Grain Co. are L. B. Riopelle, pres., and Jos. Vezina, sec'y. I am mgr.—F. E. Barsloux.

Sherburn, Minn.—The Farmers Elvtr. Co. have equipped their elvtr. with lightning rods. The elvtr. will be painted this fall.

Muskoda, Minn.—Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators: L. Larson, I. M. Cary and P. P. Dahl.

Graceville, Minn.—The elvtr. of the Cargill Elvtr. Co. has been overhauled and painted. A. C. Yeer, just home from 2 years at the front, is mgr.

Duluth, Minn.—The request for the transfer of the membership of E. H. Harbison to James J. Hankinson of Winnipeg has been posted on the Board of Trade.

St. James, Minn.—The Great Western Grain Co., F. D. Keenan, mgr., has installed a new electric lighting system and motor power. A new pit has also been built.

Elbow Lake, Minn.—Efforts are being made to organize an Equity Exchange here to buy the elvtr. of the Farmers Elvtr. Co. J. W. Wood and I. M. Bond are interested.

Detroit, Minn.—C. L. Hallepeter, who recently bot my grain and fuel business here, will operate under the old name of the Detroit Grain & Fuel Co.—C. Steinkopf.

Bongards (Cologne p. o.), Minn.—The Equity Co-operative Exchange is tearing down its elvtr., recently bot from the Cologne Mfg. Co., and building a new one. G. Fluseman is mgr.

Brandon, Minn.—Equity Grain & Coal Co. incorporated; capital stock, \$5,000; incorporators: P. M. Reukes, pres.; A. H. Lee, vice-pres.; C. O. Augdahl, sec'y; and J. P. Larson, treas.

Vining, Minn.—I have bot the elvtr. of the Andrews Grain Co. at this station and will install a cleaner. I took possession Sept. 15 and will operate as the Vining Grain & Fuel Co.—C. Steinkopf.

Hartland, Minn.—The elvtr. of the Farmers Elvtr. Co. will be thoroly overhauled this fall. New legs will be installed and a new dump. An office will be built in the spring. J. U. Jordahl is mgr.

White Bear Lake, Minn.—The elvtr. burned at this station Aug. 16 was owned by Chas. Wiegand, not, Wigand, as reported in this column Sept. 10, at White Bear, Minn. The total loss is placed at \$43,000.

Greenbush, Minn.—The elvtr. recently purchased by the St. Paul Equity Exchange was formerly owned by the Farmers Elvtr. Co. I was formerly agt. for the Pacific Elvtr. Co. at Arlington.—Wm. O'Brien, agt.

Henning, Minn.—I have bot the elvtr. of the Atlantic Elvtr. Co. and will make some improvements including an electric motor and a fanning mill.—E. P. Tschabold, formerly mgr. Stewart & Tschabold, Nekoma, N. D.

Slayton, Minn.—The Farmers Elvtr. Co., according to rumors that have been circulating for some time, is heavily involved. Accountants are going over the company's books and it appears that there is a shortage of \$35,000.

Litchfield, Minn.—We are now operating the 30,000-bu. elvtr. we recently bot from the Monarch Elvtr. Co. Our officers are Otto Tehven, pres., and Vincent P. Barrick, sec'y. Will build a flour and feed warehouse soon.—G. S. Skelm, mgr., Equity Co-operative Elvtr.

Red Lake Falls, Minn.—I do not know how the rumor started, but I do not contemplate the building of an elvtr. or of going into the grain trade for myself. I am still connected with the Red Lake Falls Milling Co. and the Crookston Milling Co. as traveling supt. with headquarters at Crookston.—Albert Cairns.

Kensington, Minn.—Our new elvtr. is now completed and is modern in every respect. It is equipped with 2 legs, manlift, 14 hoppers bins, large cross work floor, Globe Cleaner, Type Z engine and large 2-story office. We think we have one of the finest little elevators on the Soo Line. We will build coal sheds this fall.—C. E. Higbie, mgr., Farmers Elvtr. Co.

Flaming, Minn.—The Equity Elvtr. Co. has bot the elvtr. of the Cargill Elvtr. Co. and has installed a Fairbanks Morse 8 h. p. engine, cleaner and automatic scale. They are re-siding the elvtr., building a cleaner house, moving engine room and office so as to get a direct driveway, and making many improvements. Ole Wennevold, for 10 years mgr. for the old company, has been retained as mgr. for the Equity company.—C. Beetle.

St. James, Minn.—O. A. Otsea and Harry Winstrom have bot the plant of the St. James Milling Co., formerly operated by Ole Peterson, deceased. The new firm will operate it as the St. James Roller Mills. It is to be overhauled and the capacity increased.

Bricelyn, Minn.—The officers of our recently incorporated company are H. E. Gullard, pres.; J. K. Meland, vice-pres.; A. L. Olson, mgr.; A. E. Larson, treas.; and myself, sec'y. We will not build an elvtr. as we have bot 2 houses. R. J. Havnen, sec'y, Farmers Elvtr. Co.

## MINNEAPOLIS LETTER.

The Northern Grain Commission Co. is out of business here.

The Chamber of Commerce is installing a large blackboard on its trading floor.

T. R. Barrett is now traveling for me in Western No. Dakota.—Wm. Dalrymple.

The Railroad and Warehouse Commission has declared the Electric Steel Elvtr. public.

Corporate privileges have been granted to the Scroggins Grain Co. by the Chamber of Commerce.

The Chamber of Commerce has declared the Midway Elvtr., operated by Gregory, Jennison & Co., regular.

The Banner Grain Co. will increase its capacity to 500,000 bus. by the erection of a number of grain tanks to cost \$50,000.

Otto Mortensen, pres. of the milling and grain division of the Traffic Club of the Chamber of Commerce, entertained the members at a picnic at White Bear, Sept. 12.

F. B. Wells has been appointed general chairman of the convention com'te of the Minneapolis Chapter of the American Legion, and will have charge of arrangements for the national convention to be held here in November.

Traveling representatives' licenses were issued to C. H. Green to represent E. L. Welch & Co., and to H. A. Mulholland to represent Cargill Elvtr. Co. Frank Bergevin has applied for a traveling representative's license to represent the Johnson-Olson Grain Co.

The following memberships in the Chamber of Commerce have been transferred: T. W. McCord to Clarence M. Hales; F. S. Butler to Ralph W. Scroggins; H. P. Watson to William B. Ireys; L. A. Howard to Robert B. Kinney; David Askegaard to Eugene Askegaard.

An amendment to the barley rules of the Chamber of Commerce was recently adopted by a vote of 162 to 14, providing that No. 3 barley should not contain more than 4% of dirt and weed seeds combined, as compared with 3% formerly ruling. It shall not contain more than 7% of other grains, which may include not more than 5% of wild oats. The prior maximum percentage of wild oats was 4%. On account of the new ruling No. 3 barley is applicable on contract at 7c discount under No. 2 barley compared with a discount of 5c per bush discount formerly in force.

## MISSOURI

Sturgeon, Mo.—I am installing two 15-h. motors in my elvtr.—C. W. Glenn.

Eldon, Mo.—It is likely an elvtr. will be erected in the spring.—M. E. Harvey.

Charleston, Mo.—Ichertz & Watson of St. Louis, Mo., have opened an office here.

Mexico, Mo.—The Audrain County Farmers Elvtr. Co. will build a \$30,000 elvtr. here next month.

Stanberry, Mo.—Archer Bros. have bot the elvtr. of Jas. Liggett & Son and will take possession Nov. 1.

Sturgeon, Mo.—M. Sims has bot the interest of his partner, J. H. Long, in the Sims & Long Grain & Feed Co.

Smithton, Mo.—I have severed my connection with the Farmers Elvtr. Co. here and am now mgr. for the Chilhowee Co-operative Co. Chilhowee.—Earnest H. Haire.

Tebbetts, Mo.—We are installing 2 twin dust collectors of the Huntley Mfg. Co.'s make on our new 50,000-bu. concrete elvtr.—Tebbetts Mill & Elvtr. Co., per W. R. Long.

Humansville, Mo.—We are now at work on our new mill and elvtr. Officers of our company are myself, pres., S. J. Leach, sec'y, and J. T. Crawford, treas.—J. F. Bryant, pres. Humansville Mill & Elvtr. Co.



Excelsior Springs, Mo.—Thomson & McKinnon of Chicago will open an office here with Geo. W. Bingham in charge.

Weston, Mo.—I am now agt. for the A. J. Elvtr. Co. at Highland, Kan.—J. L. Lininger, formerly mgr. of the Rumpel Mill & Elvtr. Co.

Martinsburg, Mo.—The plant of the Martinsburg Mill & Elvtr. Co. burned Sept. 10. Loss \$20,000, partially covered by insurance. The plant was owned by Edw. Sandbothe & Co.

Easton, Mo.—The Easton Elvtr. Co. incorporated; capital stock, \$10,000; directors: E. A. Allgaier, P. I. Hadley, R. L. Holmes, F. E. Poteet and M. Wogan. A new elvtr. will be erected.

Lockwood, Mo.—W. H. Paterson, mgr. for the Farmers Elvtr. Co., has resigned and is now on the road for the DeArmond Grain Co. of St. Louis. A. H. Theurer has succeeded him as mgr.

Chilhowiee, Mo.—I have severed my connection with the Farmers Elvtr. Co. of Smithton and am now mgr. of the Chilhowiee Co-operative Co. We have just finished a new 15,000-bu. steel elvtr. and all modern conveniences, including a 700-bu. per hr. corn sheller and a 3 roll grinder. We are incorporated for \$20,000.—Ernest H. Haire.

## KANSAS CITY LETTER.

The membership of L. W. Bixler has been posted for transfer to Paul D. Bartlett.

The Kansas City Grain Club will give a dinner Sept. 26 and it is expected that Julius Barnes will be the guest of honor.

A system of reporting the condition of grain cars in Kansas City after unloading has been adopted by the Missouri Grain Inspection Dept., along the lines recently established by the Kansas Buro. The service is rendered only on request, when a charge of 25c is made.

A. W. Stewart, who has been associated with the Shannon Grain Co. for the last 10 years, is now sec'y of our company, the Twidale-Wright Grain Co., A. D. Wright having given up his entire interest in the company on account of ill health. He will go to his Hood River, Ore., ranch in an effort to recuperate. Mr. Stewart was 2 years with the U. S. forces in France. He is already well known to the grain trade. He was also admitted to the Board of Trade on transfer of membership from Mr. Wright.—E. A. Twidale, pres. and treas., Twidale-Wright Grain Co.

## ST. JOSEPH LETTER.

St. Joseph, Mo.—The following memberships in the Grain Exchange have been posted for transfer: B. K. Blacor to B. V. Wasser and F. M. Spees to Henry S. Fogg.

T. J. Brodnax and T. F. McLinley, formerly connected with the Frisco Elvtr. Co., announce that they have organized the Brodnax-McLinley Commission Co. and that they will handle grain, hay and millfeed.

R. E. Hastings is interested in the building of a 1,000,000-bu. elvtr. project for this city. It is believed that such an elvtr. will be built here this spring. G. W. Heim will build a 35,000 bu. elvtr., to be completed in 60 days.

No such firm exists here as the Logan Grain Co. as has been erroneously reported. I am not in the cash grain business and am still solicitor for King Farnum & Co., Chicago. They have recently put in a private wire here and I am in charge of the office.—Milton T. Logan.

## ST. LOUIS LETTER.

Strenuous efforts are being made by the Bowersock Mills & Power Co., of Lawrence, Kan., to secure a site on the Mo. Pac. R. R. for the erection of a 1,000,000-bu. elvtr. to cost \$700,000.

We have just about completed a small addition to our elvtr., connecting us with the river so that we can load barges with grain for shipment to New Orleans.—Langenberg Bros. Grain Co.

Otto L. Teichmann, former pres. of the Merchants Exchange, died at his home of heart disease, Sept. 18. Mr. Teichmann entered the grain business when he was 16 years old and at the age of 45 was pres. of the exchange. He was 54 years old at the time of his death, and is survived by a widow and 2 daughters. The rostrum of the exchange will be draped in mourning for 30 days.

Scaffolding being used by workmen redecorating the interior of the Merchants Exchange floor, fell at 8:45 a. m., Sept. 17. Two workmen fell with the scaffold to the 'change floor, one suffering a fractured spine while the other was injured internally and also had several lacerations on hip and forearm. Both recovered. Luckily, the accident occurred before the business session or many grain men would have been caught under the wreckage. Sample tables, valued at \$100 each, were demolished by the falling lumber.

## MONTANA

Huntley, Mont.—The elvtr. of F. A. Cousins was recently struck by lightning.

Nashua, Mont.—Our officers are J. W. Hayden, pres.; J. M. Shotus, sec'y-treas.; and W. E. Leach, mgr.—Farmers Produce Co.

Valler, Mont.—Wm. Hurd has succeeded A. Erwin as mgr. for the Montana Central Elvtr. Co.—H. W. Pond, agt., International Elvtr. Co.

Valier, Mont.—We have installed a double distributing spout and a new oil control dump in our elvtr.—Geo. L. Ellingson, mgr., Equity Co-operative Ass'n.

Benchland, Mont.—The Benchland Grain Co. incorporated; capital stock, \$50,000; incorporators: John W. Nelson, H. W. Zimmerman, D. W. Deegan, and Bert Barkoff.

Lewistown, Mont.—We have taken over the following property of The Bozeman Milling Co., Bozeman, Mont., which will be operated as the Bozeman Milling Co. Division of the Montana Flour Mills Co. from the general office at Lewistown, Mont.: 1,000-bbl. flour mill at Bozeman, 300-bbl. cereal mill at Bozeman, 250,000-bu. storage elvtr. at Belgrade, and country elvtrs. at Menard, Accola, Clyde Park, Anceny, Spring Hill and Amsterdam, all Montana points.—Montana Flour Mills Co.

## NEBRASKA

Imperial, Neb.—I am mgr. for Krotter & P. J. Fitzgerald.—P. J. Fitzgerald.

Albion, Neb.—Frank Hieder has resigned as mgr. of the Albion Elvtr. Co.

Holbrook, Neb.—G. G. Frazier has resigned as mgr. of the elvtr. of Wm. Bruce.

Fullerton, Neb.—Sam Kissel has resigned as mgr. for the Farmers Union Elvtr. Co.

Dixon, Neb.—The Farmers Elvtr. Co. has bot my elvtr.—D. A. Aitken, Sioux City, Ia.

Dixon, Neb.—I have bot the elvtr. of the Atlas Elvtr. Co. at this station.—F. J. Hopkins.

Farmers City, Neb.—Alfred Bookwater has resigned as mgr. of the Pawnee Grain Co.

Ravenna, Neb.—F. W. Snyder, formerly agt. for the Crete Mills here, has moved to Galva, Ia.

Norman, Neb.—I have succeeded A. T. Curtis as mgr. for the Farmers Business Ass'n.—D. G. Stromer.

Norfolk, Neb.—Frank Welcher has succeeded John Phinney as mgr. for the Farmers Grain & L. S. Co.

Lodge Pole, Neb.—P. W. Wells, of Elm Creek, is now mgr. for the Farmers Union Co-operative Grain Co.

Shelton, Neb.—I am now agt. for the Trans-Mississippi Grain Co. at this station, not at Sheldon, as reported in this column Sept. 10.—A. C. Thomas.

Walthill, Neb.—The Holmquist Grain & Lbr. Co. has bot my elvtr. here.—D. A. Aitken, Sioux City, Ia.

Hallam, Neb.—I will be out of the grain business for a while, having sold my elvtr. to Benj. Brahmstadt.—Wm. Burk.

Hastings, Nebr.—J. H. Mack has charge of the mill feed and grain department in the Fred Elder grain exchange here.

Minden, Neb.—I have succeeded M. E. Blanchard as mgr. for the Farmers Grain & Supply Co.—Albert A. Pigeon.

Dorchester, Neb.—The Fairmont Grain Co. has bot suit against the Farmers Elvtr. Co., alleging illegal storing of grain.

Harbine, Neb.—Dick Ommen has resigned as mgr. of the Wright-Leet Grain Co. and is now mgr. for the Farmers Equity Union.

Berwyn, Neb.—We have sold our elvtr. to the Farmers Grain & Supply Ass'n., and are out of the grain business.—Miller & Wirt.

Hallam, Neb.—I have bot Wm. Burk's elvtr. and have moved here from Lincoln, Neb.—Benj. Brahmstadt, Benj. J. Brahmstadt Grain Co.

Aurora, Neb.—Herman Collett, formerly of Hampton, has succeeded S. H. Riker as mgr. of the Aurora Elvtr. Co. He will take charge Oct. 1.

Hemingford, Neb.—Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$35,000; incorporators: G. L. Taylor, G. E. Schnieder and others.

Omaha, Neb.—Julius H. Barnes, U. S. Wheat Director, will speak to the grain trade, farmers and general public at the Fontanelle Hotel on the afternoon of Sept. 25.

Omaha, Neb.—We will build a 300,000-bu. reinforced concrete elvtr., 7 stories high, as an addition to our present plant. Work will be started at once.—The Omaha Flour Mills Co.

Humboldt, Neb.—The O. A. Cooper Co. have asked the State R. R. Commission to investigate the demand made by the C. B. & Q. Ry. Co. that the elvtr. company move its elvtr. back from the right-of-way at its own expense.

## NEW ENGLAND

Gapland, Me.—Reid Co. incorporated to handle grain, etc.; capital stock, \$6,000; incorporators: Jas. and Daniel Reid and L. R. Loutree.

Stafford Springs, Conn.—The C. H. Moore Co. has bot the elvtr. of Geo. L. Dennis and will operate as the Dennis Grain Co.

Providence, R. I.—W. B. Owen is mgr. of our company as well as vice-pres. and ass't treas.—Robert Kelly, treas.—sec'y, John D. Peck.

Norwich, Conn.—Yantic Grain & Products Co. incorporated; capital stock, \$20,000; incorporators: A. Handleman, J. Polsky, and Daniel Polsky.

Waterbury, Conn.—Connecticut Grain Corporation incorporated; capital stock, \$50,000; incorporators: M. N. Abrams, E. Spitz, F. I. Fabricant, and S. Rosenthal.

## NEW MEXICO

Roswell, N. M.—We have just completed building a 50-bbl. mill and will also build a concrete elvtr. next spring, thus doubling our capacity. Our mill building is 65x90 ft. We are incorporated with a capital stock of \$50,000 and our officers are: E. B. Bartlett, pres.; J. W. Rhea, vice-pres.; P. Saunders, treas.; Guy Mayes, sec'y and mgr.—Roswell Milling Co.

**Milo Maize  
Kafir Corn**

**Feterita and  
Sorghum Grains**

Texas has produced nearly three-fourths of these grains in U. S. 1919 Crop Year.

We are headquarters for these crops and

**Texas Red Rust-Proof Oats**

Wire or write your Season's Needs

**The Fort Worth Elevators Company** Fort Worth Texas



## NEW YORK

## BUFFALO LETTER.

The Curtiss Grain Corporation suffered a loss of \$20,000 when a dust explosion in its grain elevator blew out 40 ft. of brick wall. A fire followed the explosion but did very little damage.

The following changes in membership dues become effective Oct. 1, 1919: Membership dues: Certificate membership dues for second half of fiscal year, October 1, 1919, to March 31, 1920, \$75.00. (Increased from \$50.00 to \$75.00 per half year.) License membership dues for second half of fiscal year, October 1, 1919, to March 31, 1920, \$125.00 (increased from \$100 to \$125 per half year.)—Fred E. Pond, sec'y, Corn Exchange.

Pursuant to action of the Board of Directors, at meeting held Sept. 9, amendments were adopted increasing inspection and weighing fees, for the purpose of providing adequate funds for the maintenance of the various depts. of the Exchange, to become effective Oct. 1, as follows: Inspection fees. Out store to lake and canal, 20c per 1,000 bu.; out store to railroad cars from lake elevtrs., 50c per car; out store to railroad cars, transfer elevtrs., 50c per car; track inspection (including moisture test and delivery of graded sample), \$1.00 per car; into store from lake and canal, minimum charge, \$1.25; lots under 10,000 bu., 25c per 1,000 bu.; 10,000 to 15,000 bu., 15c per 1,000 bu.; 15,000 to 20,000 bu., 12½c per 1,000 bu., 20,000 bu. and over, 10c per 1,000 bu.; samples without grade, \$1.25 per parcel (Note: Under above schedule, out store elvtr. inspection, ex-cars is increased 20c per car; track inspection is increased 25c per car.) Weighing fees: Into elevtrs. from vessels or from elevtrs. to vessels or side bins, 12c per 1,000 bu.; minimum charge, 25c; weighing out elevtrs. (ex-lake grain) into cars, 25c per car; weighing out elevtrs. (ex-rail grain) into cars, 10c per car; canal boats to or from elevtrs., \$1.50 per car; into elevtrs. from cars, or track weighing, 50c per car; car condition certificates, 25c per car. (Note: Under above schedule, the only change is a charge of 10c per car for weighing out ex-rail grain, whereas formerly no charges were made.)—Fred E. Pond, sec'y, Corn Exchange.

## NEW YORK LETTER.

Paul H. Vilmar is now representing the Simonds-Shields-Lonsdale Grain Co., of Kansas City, at this market.

The local office of Sanday & Co., of England, has been reopened with Roger Roughton in charge. It was closed during the war.

Herbert L. Bodman, pres. Milmine, Bodman & Co., has returned from 2 years' active service in France and is now Capt. Bodman.

John F. Ince, for the past 19 years floor supt. of the Produce Exchange, has become affiliated with B. F. Schwartz & Co. and has applied for membership in the exchange. Chas. Mallette, for many years mgr. of the private wires of B. F. Schwartz & Co., has resigned and gone into other business.

## NORTH DAKOTA

Rolla, N. D.—L. C. Midgley is now mgr. for the Great Western Grain Co.

Eckelson, N. D.—The Cargill Elvtr. Co. has completed improvements on its elvtr.

McHenry, N. D.—C. M. Dale is now mgr. for the Hammer-Halvorson-Beier Elvtr. Co.

Gwinner, N. D.—The Cargill Elvtr. Co. will rebuild its elvtr., recently burned at this station.

Robinson, N. D.—The elvtr. of the Monarch Elvtr. Co. at this station is not running at present.

Milnor, N. D.—The Farmers Grain & Milling Co. has enlarged its office and made other improvements.

Bantry, N. D.—R. J. Ralphs, agt. for the Sharon Milling Co., has closed the elvtr. of the company.

Casselton, N. D.—We operate under the name of the Farmers Milling & Elvtr. Co.—W. D. Movius, mgr.

Michigan, N. D.—The Farmers Elvtr. Co. has built a new engine room to its elvtr. J. L. Barney is mgr.

Lemert (Cathay p. o.), N. D.—The Equity Elvtr. Co. has bot the elvtr. of the Farmers Elvtr. Co. New officers are Harry Linderman, Pierce Roberts, Guy and J. J. Walton and Chas. Linderman.

Rolla, N. D.—Oscar Gilbertson, of Saco, Mont., is now mgr. for the St. Anthony & Dakota Elvtr. Co. here.

Derrick, N. D.—We have built a new engine room independent of the elvtr. and office.—Farmers Elvtr. Co.

Watford City, N. D.—Chas. G. Johnston, of Dore, is now mgr. for the Winter-Truesdale-Ames Co. at this point.

Palermo, N. D.—I have taken over the elvtr. of R. A. Rassmussen here.—Geo. A. Norman, formerly at Ethridge, Mont.

Dunn Center, N. D.—We will do some repairing later on. T. M. Healy is our present mgr.—Equity Co-operative Exchange.

Olmstead, N. D.—I am now mgr. for the Olmstead Grain Co.—C. E. Briggs, formerly mgr. Farmers Elvtr. Co., Hensel, N. D.

Perry (Rutland p. o.), N. D.—We bot the elvtr. of the Atlantic Elvtr. Co.—Ralph Hay, agt., Equity Co-operative Exchange.

Balfour, N. D.—John O. Johnson, formerly mgr. for the Equity Co-operative Exchange here, has moved to Rock Lake, N. D.

Devils Lake, N. D.—The question of forming a company to build and operate a mill and elvtr. here is being seriously considered.

Cavaller, N. D.—The Cavalier Mfg. Co. has bot the elvtr. of Thomson & French and are now operating two elevtrs. at this station.

Hastings, N. D.—B. C. Hanson, formerly mgr. for the Farmers Elvtr. Co. at Tuttle, has, with a number of associates, bot the elvtr. here.

Spring Brook, N. D.—M. Stuart has succeeded me here as mgr. Farmers Elvtr. Co.—W. E. Idler, mgr., Lincoln Grain Co., Tyler, Minn.

McGregor, N. D.—We have installed a Richardson Cleaner in our elvtr. I am now mgr. here.—F. J. Pottner, mgr., Farmers Elvtr. Co.

Wishek, N. D.—The John J. Doyle grain business is entirely separate from the business formerly conducted by Doyle & Welsh.—J. J. Doyle.

Hensel, N. D.—C. A. Anderson has succeeded me as mgr. for Farmers Elvtr. Co. here.—C. E. Briggs, mgr., Olmstead Grain Co., Olmstead, N. D.

Aurelia, N. D.—We have repaired our elvtr., putting in another leg and a Richardson Wild Out Machine.—J. E. Walsh, mgr., Farmers Elvtr. Co.

Hensel, N. D.—The Powers Elvtr. Co. has installed a new cleaner in its elvtr. and built a new coal shed.—C. A. Anderson, mgr., Farmers Elvtr. Co.

Hankinson, N. D.—Frank Felger, formerly agt. for the Rocky Mountain Elvtr. Co. in Montana, is now agt. for the St. Anthony & Dakota Elvtr. Co. here.

Sharon, N. D.—I am buyer for the International Elvtr. Co. at this station. We have remodeled the elvtr. which we recently bot of B. C. Crangle.—L. A. Berkland.

Hoving (Milor p. o.), N. D.—The Farmers Equity Elvtr. has increased its capital stock to \$20,000. Harry Bussman is pres.; and W. E. Aderman, sec'y of the company.

Nekoma, N. D.—I have bot the elvtr. of the Atlantic Elvtr. Co. at Henning, Minn., and am now located at that place.—E. P. Tschabold, formerly mgr. Stewart & Tschabold.

Buchanan, N. D.—The Equity Exchange has bot the elvtr. of the North Star Elvtr. Co. and is now operating it. G. H. Knoble is pres. and Norman Lee sec'y of the local company.

Sonora, N. D.—Nick Wawers, mgr. of the Farmers Elvtr. Co., recently sprained his ankle badly when the loading platform on which he was standing gave way and he fell thru to the ground.

Pettibone, N. D.—We held our annual meeting recently and re-elected all officers, including O. B. Sorenson, mgr. We are incorporated for \$20,000 and are doing well.—Farmers Union Elvtr. Co.

New England, N. D.—F. S. Thorgard is building a flour and feed shed here. The Regent Grain Co.'s elvtr. is not in operation this year. Tony Hettrick, former mgr., sold out his interest and has moved to his farm. The Empire Elvtr. Co. has completed an addition to its office.—E. S. Curry, mgr., Empire Elvtr. Co.

Wishek, N. D.—The Farmers Co-operative Milling Co. of Ashley bot our elvtr. here and we discontinued business Aug. 25, 1919. James Welsh is local mgr.—Doyle & Welsh.

Forbes, N. D.—The elvtr. of the Cargill Elvtr. Co., which was last year leased by the Farmers Equity Co., will be run independently this season with J. J. Cullom, of Waverly, Minn., in charge.

Hankinson, N. D.—M. A. Wiperman has bot the elvtr. of the Atlantic Elvtr. Co. and has retained H. O. Wendt as mgr. A new Glob Cleaner has been installed and an 8 h. p. Fairbanks-Morse engine.

Tyler, N. D.—H. W. Worner, formerly mgr. for the Gt. Western Grain Co. at Great Bend, has bot the elvtr. of the same company here and has installed a 10 h. p. Fairbanks Morse Engine and automatic scales.

Wyndmere, N. D.—The Farmers Elvtr. Co. has been organized to succeed the old Farmers Elvtr. Ass'n. Officers of the new company are: A. Thompson, pres.; A. D. Hanson, vice-pres.; and A. Manstrum, sec'y-treas.

New Salem, N. D.—The improvements on this elvtr. of the New Salem Union Elvtr. Co. have been completed. Motors, a dust collecting system and many other modern devices have been installed. A 5,000-bu. addition was also built.

Ryder, N. D.—The Ryder Grain Co. has been formed by E. C. Steinchfield, of Warren, Minn.; F. C. Reibe, of Minneapolis, and B. Lander, of Grand Forks, and has bot the elevtrs. of the A. D. M. Grain Co. at this station and at Wabeka, Chas. Inches will be mgr. here.

Crosby, N. D.—Our recently incorporated company has bot the elvtr. of A. N. Sorbo and we are now operating it. Our officers are A. N. Sorbo, pres.; John Lanning, vice-pres.; H. Burroughs, sec'y; H. H. Martin, treas.; and myself as mgr.—Wm. Nott, mgr., Farmers Grain Co.

Elgin, N. D.—I have been transferred from Odessa to this station by the Monarch Elvtr. Co. for whom I am agt. I am succeeding Sara Nagel, who resigned to accept a position with the Equity Exchange here. The house at Odessa is closed for the season.—Christ Neuman.

Selfridge, N. D.—The Equity Exchange has bot the elvtr. of the Winter-Truesdale-Ames Elvtr. Co. and has installed a No. 60 Owens cleaner. Our officers are: J. H. McCay, pres.; O. Sandland, vice-pres.; E. D. Szarkawski, sec'y and treas.; and myself, mgr.—M. Baye, formerly at Dickinson.

## OHIO

Lewis Center, O.—Lewis Bros. have installed a Hall Signaling Distributor.

Tippecanoe, O.—Farmers are contemplating the purchase of an elvtr. here.

Westville, O.—F. Myers is now mgr. of the Westville Grain & Live Stock Co. here.

Van Wert, O.—Brandt & Hollerbaugh have installed a Hall Signaling Distributor in their elvtr.

Lima, O.—We have succeeded the F. A. Derck Grain Co.—Derck McNeff Co., per Frank A. Derck.

Waldo, O.—We have bot the elvtr. formerly run by C. E. Morris.—Tom P. Walker, Waldo Elvtr. Co.

Bowling Green, O.—We have taken out our gas engine and installed motors.—The Royce & Coon Grain Co.

Ashville, O.—The Ashville Grain Co. has increased its capital stock to \$50,000 and will make many improvements in its plant.

Delta, O.—We may remodel the elvtr. we recently bot of the Delta Mfg. Co.—B. D. Sparlin, mgr., Farmers Co-operative Grain & Supply Co.

Kimball, O.—Harry Read has resigned as mgr. for the Avery Elvtr. & Grain Co. and is now on the road for Horn Bros. Co.

Bradner, O.—Farmers Elvtr. Co. incorporated; capital stock, \$35,000; incorporators: C. Lantz, W. E. Clark, G. H. Keller and others.

Oak Harbor, O.—Emery Thierwechter & Co. have done considerable remodeling this summer and have just completed installing a Randolph Drier.



Scotts Crossing (Delphos p. o.), O.—The elvtr. recently moved here from Roselms by M. B. Linderman is now ready for business.

Sidney, O.—The Farmers Co-operative Ass'n has bot the elvtr. of the Farmers Grain & Milling Co., taking possession Sept. 23. The price paid was \$30,000.

North Baltimore, O.—The recently incorporated Farmers Co-operative Flour & Grain Co. has bot the elvtr. and mills of G. G. Rockwell and will take possession Nov. 1.

Cooks, O.—The C. H. Clark Grain Co., of Mount Sterling and this city, will build a new 15,000-bu. elvtr. here before March 1st. Contract has not yet been let.—Willis R. Clark, mgr.

Ashley, O.—The new 13,000-bu. brick elvtr. of the Ashley Co-operative Co. has been completed. It consists of 3 tanks and is equipped with dump scales and cleaner. G. P. Geppart is mgr.

Le Moyne, O.—Le Moyne Farmers Elvtr. Co. incorporated; capital stock, \$30,000; incorporators: E. C. Baker, J. L. Herman, J. W. Turry, Chas. Overmyers, H. Bringman and J. F. Recker.

Waynesfield, O.—The officers of our recently organized company are J. M. Copeland, pres.; C. W. Feikert, sec'y; and J. C. Jacobs, treas. I am mgr.—O. F. Long, The Eastern Auglaize Co-operative Co.

Cincinnati, O.—Schmidt & Walker have mutually dissolved partnership and J. G. Walker is continuing the business. He has just completed a new 25,000-bu. grain and storage warehouse and will increase the capacity of the plant at an early date.

## OKLAHOMA

Withrow, Okla.—Produce Elvtr. Co. incorporated; capital stock, \$20,000.

Tipton, Okla.—Wm. R. Kelly & Co. are now in business at this station.

Buffalo, Okla.—It is rumored that some elvtrs. will be built here as soon as the railroad is completed.

Cuyler, Okla.—J. F. Gann is our mgr. at Cuyler.—General office, A. Liske Grain Co., Canadian, Tex.

Poteau, Okla.—J. I. Fitzgerald, of Paris, Ark., has bot the Poteau Mill & Elvtr. Co. from his brother, W. Fitzgerald.

Avard, Okla.—I am now mgr. for the Alva Roller Mills at this station.—Walter Hunsaker, formerly at Dongola, Ill.

Darrow, Okla.—The elvtr. of the Wheeler Grain Co. was slightly damaged by fire Aug. 27. The loss was covered by insurance.

Mountain View, Okla.—We have sold our elvtr. here to the Chickasha Mlg. Co.—P. Morrow, agt., Farmers Mill & Grain Co., El Reno.

Pauls Valley, Okla.—We have incorporated for \$25,000 and our stockholders are practically the same as those of the Gerlach-Higgins Milling Co., whose elvtr. we own and operate. Our officers are Geo. Gerlach, vice-pres.; Earnest Johnson, sec'y-treas., and myself, pres. and general mgr.—E. A. Dippold, Farmers Co.

Ardmore, Okla.—We will start the erection of a small elvtr. soon but have not decided as to the capacity. We will install a corn chop and corn meal mill. Our officers are: T. F. Gwaltney, pres.; O. S. Grimmett, sec'y; H. J. Stromberg, mgr.—Ardmore Flour & Feed Co., Branch Durant Milling Co.

## OREGON

Haines, Ore.—The recently organized Powder River Farmers Elvtr. Co. is building an elvtr. here.

Eugene, Ore.—Kerr, Gifford & Co., of Portland, have opened the plant of the Eugene Mill & Elvtr. Co., recently purchased by them.

Vale, Ore.—Officers of our company are Warren Armington, pres.; M. R. Dunlop, sec'y-treas.; and G. F. Wildmaber, vice-pres. We are building a new 15,000-bu. elvtr. Our capital stock is \$50,000.—Warren Armington, pres., Vale Milling & Elvtr. Co. The first grain received at the elvtr. arrived Sept. 13.

## PENNSYLVANIA

New Castle, Pa.—The Hamilton Co. will resume operations at this market.

Dillsburg, Pa.—The Dillsburg Grain & Milling Co. incorporated; capital stock, \$75,000; L. M. Bricker, incorporator.

Philadelphia, Pa.—The feed and grain warehouse of Chas. H. Longscope, member of the Commercial Exchange, was burned Sept. 15; loss \$50,000. All the hay and grain was destroyed and 5 horses were burned to death.

Emigsville, Pa.—We took over or rather bot the property of Brillinger & Swartz some time ago. They had had a recent fire and there were no buildings. We expect to erect some this fall and to be ready for business about Jan. 1.—Edward Fink, sec'y, Manchester Grange Co-operative Ass'n, York, Pa., R. R. No. 8.

Pittsburgh, Pa.—The disastrous fire that destroyed the elvtr. of the Central Elvtr. Co., Sept. 8, was caused by a double explosion in the engine room. Geo. Boyd, supt., reports that he was in the engine room with an employee who was oiling the engine, when a slight explosion occurred. Mr. Boyd immediately turned off the gasoline but a severe explosion followed and flames bursting thru a hole in the floor thru which a belt ran, reached the grain above. The total amount of grain lost was 165,000 bus. of oats, 2,200 bus. of corn, 734 bus. wheat, and 7,531 bus. of malt. Included in the above are 4 cars on track 2 of which were partly unloaded.

## SOUTH DAKOTA

Pierpont, S. D.—Ben Arnold is now mgr. of the Farmers Elvtr. Co.

Nunda, S. D.—Carl Doerr has built a mouse-proof flour warehouse here.

Davis, S. D.—Ben Winterboer is now mgr. for the G. C. DeBoer Grain Co.

Humboldt, S. D.—S. M. Angus is now mgr. for the Hubbard & Palmer Co.

Lennox, S. D.—H. E. Schweiderhorn has bot the elvtr. of the Monarch Elvtr. Co. here.

Clark, S. D.—The Clark County Elvtr. Co. has installed a Henderson Auto Truck Dump in its elvtr. here.

Spencer, S. D.—I have been handling grain for the last month in my new 20,000-bu. elvtr.—J. E. Ryan.

Beresford, S. D.—We have moved our headquarters from this city to Sioux City, Ia.—J. T. Scroggs.

Spottswood (Tulare p. o.), S. D.—The Spottswood Co-operative Elvtr. Co. has been organized here and will build an elvtr. Ed. McNeill is pres. and C. M. Price, sec'y.—Farmers Elvtr. Co., Tulare.

Willow Lake, S. D.—The Cargill Elvtr. Co. is building a new driveway and making other improvements at its elvtr.

Elk Point, S. D.—The Farmers Union Elvtr. Co. has installed a new scale and made many other repairs on its elvtr.

Viborg, S. D.—Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators: M. Christensen; N. E. Monk and N. Nilson.

Spencer, S. D.—We are not buying grain for shipment, merely for our own grinding.—W. F. Peppmuller, mgr., Farmers Union & Supply Co.

Summit, S. D.—Geo. Stoddard and Frank Heathcoate have bot the elvtr. of A. M. Houck and will form a farmers elvtr. company to operate it.

Alpena, S. D.—Mason Smith has moved here from Montrose, S. D. He was formerly with Smith & Betts, who recently disposed of their elvtr. there.

Jefferson, S. D.—The elvtr. recently bot by the Western Terminal Elvtr. Co. was the one formerly owned by J. J. Mullaney.—C. J. Brown, mgr., Farmers Elvtr. Co.

Scotland, S. D.—The Farmers Grain & Stock Co. has let contract for a 25,000-bu. concrete elvtr. to D. F. Hoag & Co. The elvtr. will contain 11 bins and will be equipped with electric motors, dump scale and cleaner.

Sioux Falls, S. D.—Fred Payne and myself are operating at this market as the Sioux Grain Co. I am pres. and Mr. Payne is sec'y of the company. I was for many years in business at Ponca, Neb.—John McQuillen.

## SOUTHEAST

Augusta, Ga.—The Deliet & Speir Milling Co. will build a grain warehouse here.

Milton, W. Va.—The Harshbarger Mlg. Co. will build a 60x100 ft. grain warehouse, costing \$7,000.

Greensboro, N. C.—E. P. Wharton is receiver for the Richardson Hay & Grain Co. that failed last spring.

Moore Haven, Fla.—The Florida Elvtr. & Grain Co. will build an elvtr. for handling corn, peanuts, beans and other small grains.

Columbia, S. C.—The Columbia Elvtr. Co. incorporated; capital stock, \$25,000; incorporators: B. R. Cooner and E. F. Lucas, who is pres. of the Columbia Grain & Provision Co.

Athens, Ga.—Incorporation papers have been granted to Jas. F. Shehane, A. W. Wier and F. L. Barr to conduct a grain and feed business; capital stock, \$25,000, with privilege of increasing to \$200,000.

Jacksonville, Fla.—Frank Wideman, of this city, is sparing no time or pains to impress upon the business and civic bodies the importance of the establishment of a grain elvtr. here to assist in bringing export business to this port.

Atlanta, Ga.—The Waldrop-Estes Grain Co. has been organized in this city and will operate the warehouse formerly used by the Fraser Grain Co. Officers are Earl H. Waldrop, formerly vice-pres. of the W. S. Duncan Co., pres.; W. Barney Estes, also formerly with the Duncan company, vice-pres. and traveling representative; and T. B. Johnson, sec'y-treas.

## TENNESSEE

Charleston, Tenn.—Eddinger & Co. are having a building erected at a cost of \$10,000. It is expected that it will be completed by Oct. 1.

# Wheat

# CONSIGN

TO

## McConnell Grain Corporation

### BUFFALO, N. Y.

We Get Results

# Oats

You Get the Money



Memphis, Tenn.—The Mississippi Elvtr. Co. is increasing its capacity to 70,000 bus. by the erection of 2 concrete tanks of 35,000 bu. capacity.

Chattanooga, Tenn.—Chas. Hood recently paid \$15,000 for a site upon which he will erect a modern two-story store and warehouse to cost \$50,000. The elvtr. will be operated by the F. A. Hood Co.

Chattanooga, Tenn.—The local grain and hay dealers of Chattanooga have organized the Chattanooga Hay & Grain Exchange for the purpose of mutual protection in the extension of credits and for the purpose of employing a hay and grain inspector at this point. We have secured the services of C. E. Server, formerly of Owensboro, Ky., for the above named position, and we find his work very satisfactory and feel that we should have had an inspection of grain at this point long ago. I will say for the benefit of any other cities who are contemplating a similar move that from the result so far obtained we believe that the office of grain and hay inspector at this point will be self-sustaining within the next 60 days.—Chas. F. Hood, pres., Chattanooga Hay & Grain Exchange

## TEXAS

Dallas, Tex.—County Commissioner Gracey has selected a site for a new \$200,000 elvtr.

Ralls, Tex.—The Harvest Queen Mills of Plainview have let contract for a new elvtr. here.

Crowell, Tex.—The J. W. Allison Merc. Co. is installing a Hall Signaling Distributor in its elvtr.

Kress, Tex.—J. H. Hamilton has succeeded Carl W. Smith as our mgr.—Farmers Mill & Elvtr. Co.

Abernathy, Tex.—A farmers elvtr. company is being organized to build a \$10,000 elvtr. and warehouse.

Weatherford, Tex.—H. J. Bradish is building a 60x90 ft. fireproof addition to his elvtr. and will install new machinery.

Follett, Tex.—We have built a 12,000-bu. elvtr. at Follett. L. F. Beatty is mgr.—A. Liske & Co., gen. office, Canadian Tex.

White Deer, Tex.—W. E. Hickman is mgr. of our elvtr. at White Deer.—General office A. Liske Grain Co., Canadian, Tex.

Spearman, Tex.—We are not building an elvtr. at Spearman but we are putting in a scale and office.—General office, A. Liske Grain Co., Canadian, Tex.

Sherman, Tex.—Andrews Seed & Grain Co. incorporated; capital stock, \$10,000; incorporators: P. T. and T. H. Andrews and F. E. Valentine.

Sweetwater, Tex.—We have not been able to start work on an elvtr. yet on account of the high cost of material and unsettled labor conditions.—West Texas Grain Co.

Perrytown, Tex.—We now have the foundation laid for a 12,000 bu. elvtr. It will be equipped with modern machinery when completed.—J. E. Rhodes, local mgr., A. Liske & Co.

Floco, Tex.—I did not buy the Floco Elvtr. Co. The elvtrs. at this point and at Lockney were bot by H. J. Hohlaus and J. McVoy, who operate as the Floyd County Elvtr. Co.—Talmage Abney, Textline.

Booker (La Kemp p. o. Okla.), Tex.—Six new elvtrs. are going up here, which is on the No. Tex. Panhandle R. R. out of Shattuck. The firms building are: A. Liske & Co., Canadian; Probst Grain Co., Arkansas City; Berlin & Hall, Liberal, Kans.; Ewing Bros., of Shattuck, and Horn Grain Co. and Booker Grain Co. Our elvtr. is completed. It has a capacity of 15,000 bus. and is equipped with Howe Wagon Scale, Richardson Computing Scale and Hall Non-Chokable Leg. I am mgr. and have been in the grain trade 20 years.—W. F. Brown, mgr., A. Liske & Co.

Ranger, Tex.—We do not know just what caused the fire in our elvtr. but think it was due to a spark from a switch engine or that fatal combination, a mouse and a match. We first discovered the flames in some hay in the middle of the wareroom and could have no doubt saved the building but we were handicapped by lack of water. Our total loss included the elvtr., a large amount of hay, some grain, stock of furniture stored in the building, a loaded car just spotted, and 2 cottages on the elvtr. grounds, besides several thousand dollars of accounts. We expect to rebuild immediately after adjustments are made and will use either

cement or corrugated iron.—Richardson & Hoods.

Wharton, Tex.—We did not succeed the Wharton Milling Co., which is now out of business. It was started by F. B. Mays, who later sold to E. H. Klein. Later it was operated by Jesse Martin and finally closed.—Wharton Grain & Produce Co.

Houston, Tex.—A com'te composed of C. P. Shearn, pres. of the Hay & Grain Exchange, W. L. Neville, pres. of the Cotton Exchange, and D. S. Cage, pres. of the Chamber of Commerce, has been appointed by the Chamber of Commerce to further plans for a \$2,000,000 grain elvtr. to be located on the ship canal here.

## UTAH

Ogden, Utah.—A grain inspection office has been opened in this city by the Ogden Grain Exchange and the Utah-Idaho Grain Exchange. Chief Inspector Abels is in charge.

Price, Utah.—The new 13,000-bu. elvtr. of the Farmers Mill & Elvtr. Co. is nearing completion. A 50-bbl. American Midget Marvel Mill will be installed.—Wilber Burnham, mgr.

## WASHINGTON

Ewan, Wash.—Clifford D. West is no longer mgr. for the Ewan Elvtr. Co.

Seattle, Wash.—The MacDonald Grain Co. has succeeded MacDonald, Hale & Co.

Cheney, Wash.—The new brick office of the Martin Grain & Milling Co. has been completed.

Mabton, Wash.—The Mabton Elvtr. Co. has added new hopper scales and other modern equipment to its elvtr.

Auburn, Wash.—The Vollmer-Clearwater Co., Ltd., will make extensive improvements in its plant at this station. L. J. Williams is mgr.

Seattle, Wash.—The Albers Bros. Mfg. Co. has increased its capital stock from \$2,500,000 to \$5,000,000 and has bot from the Nor. Pac. R. R. Co. the site of its present plant here which includes a 400,000-bu. elvtr., and will proceed to enlarge the plant in every way at once.

Medical Lake, Wash.—Our mill and elvtr. will cost us about \$30,000 when completed. We will have a storage capacity of 60,000 bu. and our mill will be 30x30 with full basement under entire plant. The storage tanks are of cement and are equipped with dump scale for loose grain, and a 1,000-bu. automatic scale in workhouse. Our officers are J. W. Titius, pres., A. O. Hubbel, wheat buyer, and myself, sec'y.—J. F. Goldback, Medical Lake Grain & Mfg. Co.

## WISCONSIN

Thorp, Wis.—The Thorp Mfg. Co. is building a 36x24 ft. addition to its elvtr.

Ladysmith, Wis.—Our new warehouse will be 50x80 ft.—W. D. Morgan Co.

Merrill, Wis.—The Merrill Elvtr. Co. will build a 3-story refrigerator addition to its elvtr.

Crivitz, Wis.—P. Witt has bot the Green Garage Bldg. and is remodeling it into a grain warehouse.

Burlington, Wis.—The Burlington Feed Co. is installing feed grinder and coal elvtr. as additions to plant.

Clintonville, Wis.—The Clintonville Merc. Co. has bot the elvtr. of Geo. J. Hahn. Fred. Tanner will be mgr.

Glenwood City, Wis.—The Apple River Mfg. Co. has completed its mill and elvtr. and will soon open for business.

Green Bay, Wis.—The Badger Grain Co. has bot terminal elvtr. "C" of the Cargill Grain Co. and will operate same.

Fitchburg, Wis.—Our fire of Aug. 26 started in the engine room, but we do not know cause. Our loss was \$75,000, insurance \$15,000. We will build a larger elvtr. soon.—Lapley Bros.

New London, Wis.—Farmers Exchange incorporated; Geo. Krause, Geo. Shean and Wm. Procknow incorporators. The Carley warehouse will be used by the company for the present.

Fond du Lac, Wis.—Chas. E. Patton, for many years in the grain business at Oakfield, died Sept. 10 at the age of 70. He had made his home in this city for the last 5 years.

Nichols (Black Creek p. o.), Wis.—The recently incorporated Farmers Milling Co. will build a mill and elvtr. at this station which is a new town on the Wis. & Nor. R. R. extension between Shawano and Appleton. The capital stock is \$28,500 and those interested include

Bernard Olson, A. L. Nichols and Albert Kleckzien, R. F. D. No. 4, Black Creek, Wis.

## MILWAUKEE LETTER.

The Stratton-Ladish & Co. has had plans drawn for a \$100,000 elvtr.

The price of memberships in the Chamber of Commerce is following the general trend and is soaring. It is now \$480, whereas a few months ago only \$90 was required.

New members of the Chamber of Commerce are Harold E. Tweeden, Fred Hallberg, Albert H. Cherry, Charles Zehnppennig, Harold W. Hellier and William P. Devereaux. Memberships transferred recently are: George E. Robison, James L. Dickens, A. S. Cargill, John Doering, W. H. Hubbard and W. Z. Sharp.

## WYOMING

Lovell, Wyo.—A. W. Finch is mgr. of my new elvtr. here.—A. D. Persson.

Powell, Wyo.—Mr. Scott is mgr. of my recently built elvtr. here.—A. D. Persson, Lovell.

Cheyenne, Wyo.—The Farmers Mutual Elvtr. Co. has bot a site and will build an elvtr. in the spring.

Cody, Wyo.—I have arrived here and am now in charge of the new 30,000-bu. elvtr. of A. D. Persson of Powell. The mill has been given a new coat of paint and both elvtr. and mill are now operating.—J. E. French, mgr.

## Summer Meeting National Industrial Traffic League.

(Continued from page 534.)

Mr. Sangster: Now there is a feature about the export that ought to be taken up at the same time with the Treasury Department, Mr. President, and that is where export traffic is billed with domestic bill to the port of export and there is detained for commercial or business reasons and is later exported the destination of which is not known when the property arrives at the port; that the Treasury Department will not refund the war tax upon that business except under conditions that cannot be practically complied with and net as to certain traffic, particularly grain, I have in mind.

Now, export traffic, if it finally is exported, is all the time export in my opinion. I think the League ought to demand that the constitutional prohibition against taxing export traffic ought to be applied in this instance; that if the traffic goes to a port of export on a domestic bill and is later exported that the inland transportation charge should not be subject to the tax. I move you that our com'te bring that to the attention of the Treasury Department and at least go on record.

Mr. Henderson: In connection with what Mr. Sangster just spoke of, as a matter of information I just wanted to state that all the export grain markets have a proposition up before Commissioner Roper to modify or withdraw the present requirements concerning export grain. I also understand that the exporters of coal are in the same position as the exporters of grain and they are also bringing pressure on both the railroad and the Treasury Department to make some modifications of these new rules.

President Freer read the following passage from the statement of Frank McManamy, Assistant Director, Operation, United States Railroad Administration, before the Senate Com'te on Interstate Commerce, Sept. 1919.

In January, 1919, there were 63,969 locomotives with 16.9% out of service for repairs and 1,582 stored serviceable on account of not being needed.

In April there were 64,499 locomotives on line with 18.4% out of service for repairs and 4,604 stored serviceable on account of not being needed.

In July, 1919, there were 64,828 locomotives in service with 17.9% held out of service for repairs with 3,668 stored serviceable on account of not being needed.

Adjourned *sine die*.



## Non-Chokability—The Principle.

By THOS. F. HALL.

The accompanying cut, Fig. 6, demonstrates diagrammatically the principle of Non-Chokability in elevator legs.

The principle is based upon the theory herein explained, that solids, composed relatively of small particles, being somewhat fluid have a certain angle of repose. A liquid comes to rest with its upper surface in a horizontal plane; but a substance composed of particles like kernels of grain, is less fluid, and when disturbed settles at a certain angle somewhat at variance with the horizontal. This can, perhaps, be better understood if the principle of such movement, is first illustrated:

**THE NON-CHOKING PRINCIPLE ILLUSTRATED.**—In Fig. 6, M is a vertical discharge spout, its lower end terminating some distance above the floor L. Let us pour grain through this spout. This grain when first falling through the spout upon the floor will assume the form of a cone. The apex of the cone will rise and the base spread as the grain descends, but the angle of the sides of the cone will remain the same throughout its growth. Finally the apex of the cone rises to the spout and chokes the discharge opening thereof, stopping the flow therefrom. The angle of the sides of the cone thus formed is the "angle of repose" and this angle is practically constant for all grains in marketable condition.

The lines H N, E G and B D represent the surface lines of the grain I, when at rest. A, is a barrier against which a portion of the grain is pressed; J, a gate for removing the grain, and K a quantity of grain after removal, having also the same angle of repose.

Suppose the gate J to be left open and the grain at K at rest. It is clear if one spoonful is taken from the pile K that just one spoonful and no more will issue at B.

Suppose the gate J is opened sufficiently only to start the grain moving. Simultaneously the angle B D becomes disturbed, and a column along the line G B lowers and issues at B to restore this angle, then the same angle E F at the top of the grain in Spout M is formed. If any more grain is drawn off, the latter angle E F, being disturbed, will settle down (as shown by dotted lines), but the angle itself will not be much changed. The angle B D will assume the shape of the two heavy dotted lines below it.

Suppose the gate J is shut, the angle B D restored, and the grain is at rest again. If a quantity of the grain is taken from the pile K in the lower reservoir sufficient to fill the space B D C in front of the barrier A, it is evident that the quantity so placed can be withdrawn by the gate J before the angle B D will be disturbed or any grain can issue from the upper Spout M. This replacing

and redrawing can be continually repeated, and yet no grain will issue at the point B until the moment a sufficient quantity is removed to disturb the angle B D.

It will be seen therefore that if this principle is applied to an elevator boot, by removing the gate J and having a barrier A in front of the cups, extending above the issuing grain (with an open passage underneath it, *without gate*, sufficient in size to amply supply the cups) and allowing it to issue only so fast as it is actually taken away from below, the cups cannot possibly choke, for the moment the ascending overflowing cups rise to the upper line of the barrier A, all surplus grain is spilled over the barrier onto the line of repose B D, and this surplus must again be drawn away before any can issue at B. Therefore, the amount of grain that can possibly issue at B is automatically regulated by the amount actually taken away and elevated by the cups, leaving no possible way for it to accumulate into a choke.

**HOW THE PRINCIPLE IS APPLIED.**—The embodiment of the principle herein shown is applied to the boot of a grain elevator, and comprises essentially a barrier A, for holding back the grain in the feed spout until the surplus overflow grain from the cups is returned to the boot, preventing the flooding of the leg, and the consequent "pumping up" of the grain up the leg, and choking it, and the relief chamber, B. C. D. ample in size to let through the surplus grain, silk, cobs, etc., which may fall over the barrier A from the cups. Instead of the vertically arranged spout M of the foregoing example, circumstances necessitate an incline spout, but the angle of repose is the same as that of the conical pile, and is as certain and constant.

**DESCRIPTION OF A NON-CHOKABLE BOOT.**—The principal non-choking feature is the barrier A, Fig. 7, and the relief chamber B. C. D. Fig. 6. The barrier is placed within the boot, in front of the cups and just above the "feed."—See Figs. 7 and 8.

When the belt and cups start, the grain in the lower part of the boot is carried up; then more grain enters. The barrier is so placed that every cup is filled heaping full, and as the cup passes the barrier, the surplus grain is spilled off and falls on the outside of the barrier. This grain falling down will hold back the on-coming grain (the feed) until it has itself re-entered the boot and passed up again in the cups.

This overflow grain, which is the first to enter the boot, tends to restore the angle of repose in the relief chamber or outside of the barrier, and to that extent retards the inflow of the grain.

Hence, the cups, the feed and the overflow, all acting together with the barrier,

automatically hold in check and regulate the supply of grain to the boot.

From the foregoing description it will be seen that, with this device, a choke by grain is impossible, for the surplus, overflowing grain is not allowed to accumulate and choke the cup belt, but instead, by unique automatic action *chokes the feed*, and regulates it by natural laws with unerring accuracy.

Therefore, the gate which ordinarily is used to control the "feed" to the boot, can be opened to its fullest capacity. Every cup fills full to overflowing utilizing uniformly its utmost capacity, which in actual, practical work is about double the usual amount.

**HOW IT WORKS.**—In this device, as soon as the cups are filled and start loaded on the perpendicular ascent, and have traveled a distance of about five inches all the surplus grain on them is instantly released and immediately drops to the position required, and theoretically, every kernel so dropped must be taken care of in the following ascending cups, before another kernel can flow in from the bin, and just as much, and no more, is admitted to the cups as will supply the deficiency caused by the grain actually elevated and taken away.

**WORKS BY NATURAL LAW.**—Water cannot rise above its level and grain being less fluid, cannot rise to its level. This principle is here recognized. It is a well known fact that a drop of water, if added to, or taken away, at the right place, will hold back, or start in motion, an ocean. In like manner, and operating under the same law, a spoonful of grain at the right point, will hold back or start in motion, thousands of tons of grain. In other words it will prevent or start a choke.

GERMANY may possibly be able to dispense with foreign deliveries of wheat if the farmers turn in the new crops promptly, according to a semi-official forecast.

THE AUSTRALIAN wheat crop shows a decrease both in acreage and yield from the last year's crop. The acreage last year was 9,774,658 acres and this year, only 8,003,361. The yield last year was 114,733,584 bus. and this year it is 76,125,879 bus. This shows a 16% decrease in acreage and a 33% decrease in yield.

THE SPACING of the rows seems to have a direct effect on the yield of the corn crop. In recent experiments reported by A. B. Conner in a recent bulletin of the Texas station it was shown that rows spaced 3 ft. apart produced 21.98 bus. per acre and that grown in rows 6 ft. apart produced only 20.1 bus. Altho the wider spacing makes cultivation less difficult and provides for better preparation of the land for small grains, closer spacing produces a slightly larger yield.

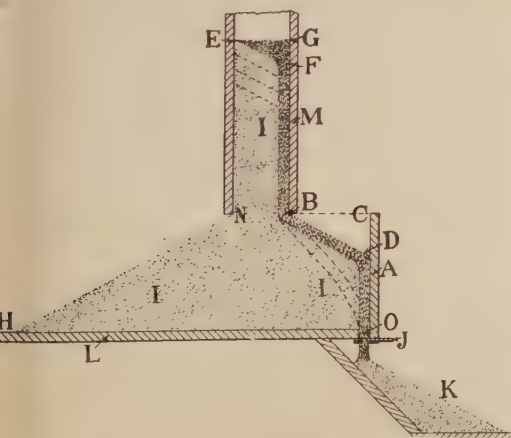


Fig. 6.—Principle of Grain Flow Applied to Non-Chokable Boot.

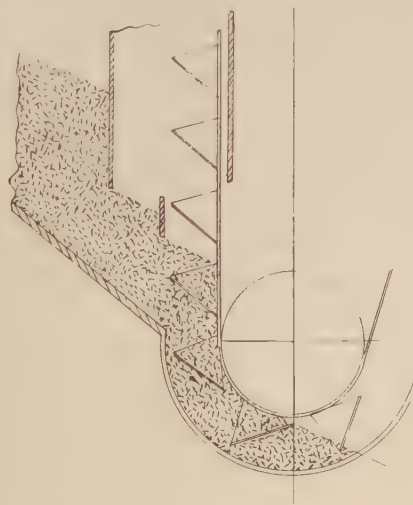


Fig. 7.—Vertical Section of Boot Containing Grain, Just Before the Belt Starts.

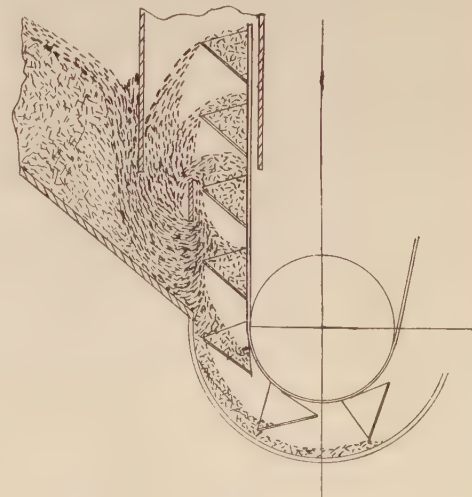


Fig. 8.—Vertical Section of Dump and Leg Showing Flow of Grain When in Full Operation.



## Seeds

THE EVERETTE R. PEACOCK Co., Chicago, Ill., has increased its capital stock from \$100,000 to \$200,000.

N. F. HILL, Bowling Green, Ky., has purchased the seed and implement business of the McElroy-Page Co.

BUFFALO, N. Y.—The Queen City Seed Co. has been incorporated and has opened a wholesale and retail seed store.

D. O. COE Co., of Topeka, Kan., has been changed and will be known from now on as the D. O. Coe Seed & Grain Company.

THE LOUISVILLE SEED Co. has filed amended articles, increasing its capital stock from \$100,000 to \$250,000. Geo. E. Hays is pres.

E. G. LEWIS SEED Co., of Media, Ill., recently received a wagon load of clover seed from a farmer for which was paid \$1,421, the amount paid per bushel being \$24.50.

PAUL ANDING, nephew of Ludwig Heyn, deceased, is now proprietor of Conrad Appel, Darmstadt, Germany, a forest and agricultural seed company, established in 1789.

THE ERIE SEED & SUPPLY Co., with its head office in Selkirk, Ont., has been incorporated with a capital stock of \$40,000. The incorporators are: J. W. Schweyer, Fred. A. Patton, A. Moyer, T. E. England, S. R. Gundy and E. Hoover.

JEFFERSON CITY, Mo., Sept. 10.—The acreage of seed clover is about 15% more than last year and the condition is approximately 79.—E. A. Logan and Jewell Mayes, U. S. Bureau of Crop Estimates and State Board of Agriculture.

MINNEAPOLIS, MINN.—Receipts of flaxseed for August here amounted to 196,000 bus.; compared with 94,400 for August, 1918. Shipments were 1,090 bus. during August this year, compared with 14,400 for the corresponding month in 1918.

ARGENTINE flaxseed shipments are quite heavy. An 8,000-ton cargo of bulk seed will soon arrive in New York. Most of the seed comes from South America in sailing vessels, in sacks which are opened in New York, and there the seed is bulked.

THE VICKERS GRAIN & SEED Co. is building an addition to its plant at Liberal, Kan., and will thus double its capacity. The addition will be 50x50 ft. Besides enlarging the plant, a cleaning machine and other machinery is being installed.

NINETY PER CENT of the California Seed growing is done by Japanese, according to an estimate by State Market Director, Harris Weinstock. Application has been made to Mr. Weinstock for the right to organize the "Japanese Seed Growers Ass'n."

WINONA, MINN.—The Northern Field Seed Co. has bot the 50,000-bu. elevator here that has been idle for about 10 years. It is to be remodeled and converted into a seed and grain cleaning plant. Approximately \$15,000 is being spent in repairing and overhauling it.

TWO IMPROVED VARIETIES of winter rye are proving very satisfactory for western conditions. One of these, Petkus, is being grown with marked success in some sections while the other, Rosen Rye, altho not grown so extensively as the Petkus rye, has done remarkably well.

THE EXAMINATION OF SEEDS for commercial purposes, formerly done unofficially by the Dept. of Botany of the Ohio Experiment Station, will hereafter be done by the Sec'y of Agriculture. This department will continue to make seed identifications and examinations for the users of farm seeds but not for commercial purposes.

"PERMIT REGULATIONS have not been modified to include maize, kafir corn, and feteria and they should be handled the same as other grain so far as permits are concerned," is the essence of a report issued by Director R. H. Aishton of the Northwestern region of the U. S. Railroad Administration.

"THE SEED CORN crop is such a splendid crop this year," says Andrew Boss, vice director of the Agricultural Experiment station of the University of Minnesota, "that farmers should save 750,000 to 1,000,000 bus. this fall. This will be enough for two years' planting and will insure against loss of seed if a bad year should follow."

THE "NEW VICTORY" or "Victory" oats which is now being sold by traveling seedsmen is an ordinary variety, according to C. G. Williams, agronomist at the Ohio Experiment Station. It is a very good variety but will weigh no more per bushel than Silvermine or Big Four, when grown under Ohio conditions. There is no reason why the farmers should pay more for "Victory" oats than they would for such standard varieties of Silvermine or Big Four.

THRESHING returns in Michigan indicate a fairly good yield of clover seed but the acreage is small, being only 80% of last year's amount which also was a small acreage. Michigan's seed threshing previous to Aug. 24 shows that 226 acres of timothy, with an average of 2.79 bus. per acre makes a total of 630 bus. threshed so far this year. There were 3,792 acres of clover with an average yield of 2.19 bus. per acre making a yield of 8,299 bus.—Crop Reporting Service for Michigan.

DOES thirty dollar seed discount the shortage? We know some well posted seedsmen who think it does. Others look for record breaking prices. Don't overlook the fact that high prices for anything are frowned upon at this particular time, and farmers may be more than willing to let go. Short crops sometimes have very long tails. October a bit weaker in comparison. Is it an indication of an early movement to fill sales for that month? Premium over December and March been pretty stiff at times.—J. F. Zahm & Co.

THE CLOVER SEED acreage for 1919 in the different states is as follows: Ohio, 88,000 acres; Ind., 88,000 acres; Ill., 140,000 acres; Mich., 74,000 acres; Wis., 78,000 acres; Mo., 33,000 acres; Ky., 20,000 acres. The total acreage in the United States is 84.5% of the 1918 crop and amounts to 845,000 acres. The condition of the 1919 crop is approximately 77.3% and the condition of the ten year average, 79.2%. The forecast for the number of bushels to be produced in 1919 is fixed at 1,006,000 according to the conditions on Sept. 1. The 1918 Dec. estimate was 1,102,000 bus.—U. S. Dept. of Agriculture.

THE CLOVER market fluctuates as the speculative demand varies. The market will continue sensitive as long as stocks are so light. Receipts have been very disappointing. They are generally largest in October. Best spots are in the northern part of the seed belt which harvests last. Wisconsin has a fair crop, but it is not large. Ohio and Indiana are very short. Michigan is better, but her crop is small. Northern Illinois has a fair crop, southern poor. Farmers are inclined to hold. They do not need the money and know the crop is small. How much will high prices restrict demand? How much foreign seed will they attract? Present prices certainly discount a great deal.—C. A. King & Co.

IMPORTS OF SEEDS during August 1919, were as follows: Alfalfa, 205,900 lbs.; Canada blue grass, 113,300 lbs.; alsike, 204,900 lbs.; crimson clover, 955,500 lbs.; red clover, 562,000 lbs.; broom corn, none; orchard grass, 153,900 lbs.; rape, none; English rye grass, none; Italian rye grass, 22,400 lbs.; timothy, none; hairy vetch, none; spring vetch, none; compared with the import of seeds during August

1918; alfalfa, none; Canada blue grass, none; alsike, 226,000 lbs.; crimson clover, none; red clover, 43,600 lbs.; broom corn, none; orchard grass, none; rape, 300 lbs.; English rye grass, 78,400 lbs.; Italian rye grass, 11,200 lbs.; timothy, 34,500 lbs.; hairy vetch, 34,100 lbs.; spring vetch, none, as reported by the Dept. of Agriculture.

### From the Seed Trade.

BISMARCK, N. D.—The outlook in this district for such clover and grass seed crops as are raised, is rather poor. A good deal of sweet clover, some timothy, grimm alfalfa and Austrian brome grass are about all that we produce in that line; all of them having suffered greatly from the drought and hot weather. Timothy will hardly produce one-third of a crop, while the alfalfa and brome grass may run as high as forty per cent. There will be a considerable quantity of sweet clover seed.—Oscar H. Will & Co.

ROCHELLE, ILL.—Timothy acreage in this locality is below normal, threshing results are also below normal. There will be small surplus over domestic use. Mammoth and red clover acreage is above normal. Hulling results show spotted conditions regarding the filling of the clover, some hulling results showing between 2 and 3 bushels per acre; quality exceptionally good. The Alsike clover yield is below normal, the acreage is about normal. The quality of alsike as a rule is pure and of a good quality. There will be small surplus alsike clover seed above local requirements.—Rochelle Seed Co.

WATERLOO, IA.—Timothy in this territory is about cleaned up so far as the farmers are concerned. There is still a car or two which may be shipped out by dealers. The Kiester-Hall Seed Co. have a few cars which they are now re-cleaning. An outstanding feature has been the unusually heavy yields—7 to 100 bushels of seed to the acre being common. Farmers are getting the clover hullers to work. There seems to be a marked increase in the acreage of clover being saved for seed this season. There should be enough to take care of local requirements. Up to date 1 to 1½ bushels of seed per acre seems to be the average run. This territory is fast developing into a Sudan grass seed producing district. There are some exceptionally fine fields of this grass which appear to be safe from frost and with ordinary good luck there should be several cars of this seed for the outside market. Alsike, white clover and blue grass are used here only to a limited extent and must be shipped in. Due to the high price of medium red clover seed, quite a number of farmers are talking favorably of using white sweet clover and alsike.—Kiester-Hall Seed Co., George Hall.

THE WHEAT CROP OF ITALY is deteriorating while the peasants and landowners are quarreling over the share of the crops that each should receive. The consequences, if the government does not interfere, will be serious.

BECAUSE of unjust and unreasonable profits and failure to keep proper records and make reports, the C. Becker Milling Co., of Red Bud, Ill., with a branch at Griggs, Ill., has had its license revoked, by the Cereal Enforcement Division of the Food Administration. The company held licenses as manufacturer, storer and distributor of wheat, also as a miller and manufacturer of self-rising pancake flour.

THE GOVERNMENT OF SWEDEN has passed a bill to remain in force until 1922, putting a sliding scale import duty on all kinds of grain in order to encourage corn production in Sweden by protecting it against foreign competition. The duty is one-half of the difference between the normal price of corn in Sweden and the price of imported corn, if such difference is more than 6.81c per bushel but with a maximum duty of 25.23c per bushel.



## Grain Claims.

By OWEN L. COON.

During the month of August, there arrived in Chicago, according to the records of the Board of Trade, 4437 leaky cars out of a total of 26,666 loaded with grain. One elevator for which I handle the claims had over 1200 in losses during the slack months of June and July. While this particular instance is unusual, the figures of the Board of Trade indicate that the poor railroad equipment now in existence is causing an unusual number of losses. With the price of grain at its present high level, it behooves the owner of every elevator to give unusual attention to recouping his losses. According to the above figures, out of every one hundred cars that you ship in the course of a year over twenty will arrive in a leaky condition.

The settlement of these claims has been made a great deal more difficult since government operation went into effect. By orders No. 57 and 57A, liability for losses on clear record cars are not recognized. It is only where the records show a leak in transit or a defective seal record that a claim department will recognize the liability. And of the claims which show a leak, there is one particular class for which liability will not as a rule be entertained. These are leaks at grain doors, or through bulged grain doors. When it is realized that out of the 4437 leaky cars above mentioned, 494 were for leaks at grain doors, that this number represents the total for only one month and for only one terminal market, —an idea of the extent of the controversy is obtained.

Order No. 57 as originally issued said "Leaks over or through grain doors and other leaks due to improper cooping by the shipper shall not be considered defects for which the carrier is responsible." Under this provision all claims for leaks at grain doors were flatly refused. A short while ago, the Director General issued a modification of this order which entirely omitted the provision quoted.

But notwithstanding the fact that this omission in the new order is the only material change in the old order, all of the claim departments with whom I have dealt in the settlement of grain claims, with one exception, still refuse to consider the proposition that their liability for losses of this description has been changed.

Legally, there is grave doubt that they have any fair basis to refuse the settlement of such claims. It is true that the Director General has power to issue orders governing the operation and control of the railroads. But these orders must be within the scope of the Federal War Control Act. This Act provides that "the railroads shall be subject to all existing laws and liability, EXCEPT so far as inconsistent with other law of Congress OR ANY ORDER OF THE PRESIDENT." It is under these last words that the authority for the orders of the Director General, as agent for the President, is found. In certain cases, the courts have refused to sustain the orders of the Director General, and it might be contended that he has exceeded the power conferred upon in the issuance of this order in respect to the settlement of grain claims.

Even admitting the validity of Order No. 57A, it is hard to see how by any possible construction of that order the carriers are relieved from liability for leaks at grain doors as distinguished from other leaks. Such leaks certainly constitute a defective car record and such leaks the order states should be paid. It is also stated in the order that it is designed only as an administrative regulation and not to change any existing rule or law.

As a result of this section, the old common law rule would probably be held in a litigated case to apply and determine the carrier's liability. Under the common law, the carrier is liable for any loss of the grain in transit, unless it has been free from negligence. The burden of proof is also upon it to show freedom from negligence, and it is next to impos-

sible for it to show it has used due care when the car arrives in a leaky condition at the grain door. The shipper can contend that he used every possible precaution in cooping the doors, and that they were well cooped upon leaving the station. If any loss results at that point, it is up to the railroad to show that it was not caused by rough handling in transit. This in nearly all cases it would be impossible to do.

While these contentions are possibly true, they do not meet the practical question that such claims are now refused and that there is no decision in a court of last resort to serve as a precedent to force their payment. Until such can be obtained, there is one way open to avoid the difficulty.

Several months ago, E. E. Stribling at Dillsburg, Ill., had been in the habit of doubling all of his grain doors. This gave them added strength and prevented leaks through bulging at the door. Finally the station agent objected to the use of so many doors in the cooping of the car, and told him to use less. He did so, and out of ten cars shipped immediately afterward under such instruction, six of them showed substantial loss through leaks at a bulged grain door. Claims were filed and were "respectfully declined" by the Illinois Central. Even an offer of 65% of the amount of the claim was refused. I finally discovered, however, that the station agent had objected to the use of so many grain doors. I again took the matter up and pointed out that the order of the station agent was the order of the railroad, and that if the railroad was to put the responsibility for all loss at grain doors upon the shipper it must let the latter use any and all means that he desired to guarantee himself against loss at that point; and that when the railroad through its agent said less grain doors should be used, it took upon itself the burden of saying how the cooping should be done, and assumed full liability for the following of their directions. The point was admitted by the railroad and the claims paid in full.

At a number of stations, the grain doors furnished by the railroad are of very poor quality and unless doubled and strengthened in every way possible are certain to cause leaks. To guarantee yourself against such leaks, use all the doors you want to, even an excessive number. Use enough to make absolutely sure a leak will not result. The railroad must allow you to use your own judgment in this matter or else assume the full responsibility for the loss resulting. If the station agent objects, or the loading inspector as does the loading inspector of the C. & E. I. R. R. Co., you are safe. And always bear in mind that if you can get the railroad through its station agent or otherwise to object to the use of so many grain doors, you will be protected against any present inability to recoup your loss. Don't remain passive; Either use enough doors to guarantee yourself against a leak at this point or get an objection to the use of so many doors from the railroad. Don't fail to do one or the other, for until a definite court case is decided, it is shippers only plan of playing safe.

Note: This is the first of a series of articles on claims matters by Mr. Coon. He is at present handling the railroad claims for a large number of grain dealers and millers. Claims and questions regarding claims addressed to him will receive prompt attention.—The Editors.

RUSSIA is exporting 5,000 tons of seed wheat to Armenia.

THE NATIONAL HAY ASS'N's trade rules and grades of hay and straw are being sent out in two little pamphlets by Sec'y J. Vining Taylor of Winchester, Ind.

A BAHIAN CORN EXPOSITION is being held this year for the first time. The exposition is being held in the city of Bahia, the state capitol of Bahia, Brazil. The government has been encouraging and assisting this industry in recent years.

## A Stroker Free.

Grain dealers who use the tester-kettle frequently nowadays have urgent need of a straight edge, hardwood stroker to level off the grain in the kettle. Some have been using the beam for leveling off the grain, but by using it they destroyed the accuracy of the tester-kettle. The abrasion resulting from rubbing the beam on the top edge of the kettle is sure to destroy the accuracy of all tests made with the kettle.

Having in mind the grain dealers' need for a convenient stroker, the Hess Warming & Ventilating Co. made one which meets all the requirements of the Federal inspection rules. The requirements of the wheat, corn and oat grades are plainly printed on the sides of the stroker. A hole is punched through one end of the stroker so that it may be hung up at a convenient point. Readers who desire the most convenient stroker made can obtain it free of charge by addressing the Hess Warming & Ventilating Co.

THE GOVERNMENT of New South Wales has fixed the minimum price of wheat at 5 shillings, or \$1.08 per bushel.

THE SEMI-ANNUAL MEETING of the directors and delegates of the Millers Nat'l Federation will be held at the Blackstone Hotel, Chicago, on Oct. 17.

THE YIELD of wheat in India is greatly influenced by the amount and distribution of rainfall. It is also very important that the soil and subsoil shall have cooled down before wheat is seeded, reports A. Howard in the Ag. Journal of India.

AUSTRALIAN shipments of wheat and flour show a decided increase over last year's shipments. The total shipments from Jan. 1 to Aug. 14, 1918, were 21,936,000 bus. and the total shipments since Jan. 1 to Aug. 14, 1919, were 69,224,000 bus.

## Why Ellis Driers Are Better

¶ The ELLIS DRIER is produced by a concern which has specialized in grain driers and their commercial application for a period of 21 years.

¶ The manufacture of drying apparatus is not a side line with this concern—it is the main part of our business.

¶ We solicit your correspondence on any drying problem whether referring to whole or granular products.

GRAIN DRIERS ROTARY DRIERS

The Ellis Drier Company

332 So. La Salle Street

CHICAGO, U. S. A.



## Supply Trade

THERE is much more to advertising than the "haggling" over the square inch cost of advertising space.

THE BEST advertising is that which thoroly and propitiously presents your proposition to the prospective buyer.

THE official investigation will probably disclose that the high cost of living is caused by the high wages necessitated by the high cost of living.—*Nashville Southern Lumberman.*

EAST ORANGE, N. J.—F. M. Shepherd, Jr., pres. of the Goodyear Rubber Co., died here Sept. 17. Mr. Shepherd was 61 years old, and was also president of several subsidiary companies of the Goodyear company.

ORDINARILY it is the highest priced article that will give you the best service, for the manufacturers of such a machine know that it will give value received, because they have put first-class workmanship into it, and they must ask the price.

CEDAR RAPIDS, IA.—H. G. Bushnell, representative of the Burrell Engineering & Construction Co., has been compelled, on account of ill health, to resign his position and move to California. His many friends in the trade hope for his speedy recovery and return to business life.

THE GLOBE Combination Auto Truck and Wagon Dump has been installed in the following elevators: Bouton Grain Co., Bouton, Ia.; Farmers Elvtr. Co., Brunsville, Ia.; Morten Mfg. Co., Dallas, Tex.; G. L. Schissell, Vincent, Ia.; W. G. Sherman & Son, River-ton, Ia.; Hunnting Elvtr. Co., Canton, Worthin and Hudson, S. D.

THE TRAPP Auto Truck Dump has been installed in the following elevators: Shotwell Mfg. Co., Arthur, Ia.; Beresford Grain Co., Beresford, S. D.; Farmers Union Co.-Op. Co., Yankton, S. D.; Farmers Elvtr. Co., Big Springs, Neb.; C. C. Crawford, Ida Grove, Ia.; P. L. Whalen, Scotland, S. D.; Farmers Co.-Op. Society, Sioux Center, Ia.; Rosebud Grain Co., Winner, S. D.; Shivley Grain Co., Tilden, Neb.

MILWAUKEE, WIS. — Allis-Chalmers Mfg. Co., has ready for distribution its Bulletin 1537 which was published for the purpose of aiding customers in ordering repairs and spare parts for the Allis-Chalmers Diesel type oil engines. In a well printed and profusely illustrated catalog this company gives complete information regarding its centrifugal pumps and centrifugal pumping units. Either or both of the above will be sent to Journal readers upon request.

IN THE suit brought by the Scandinavia Belt Co., against the Asbestos & Rubber Works of America, Inc., for an injunction to restrain the use of a trade mark and unfair competition, the U. S. District Court of Appeals for the Southern District of N. Y., denies complainant's right to a trade mark, but granted injunction on the ground of unfair competition, both complainant and defendant appealed. So much of the decree as dismissed the cause of action as to the trade mark reversed, with directions to sustain the trade-mark, and decree, as modified, affirmed.

SILVER CREEK, N. Y.—The Plumb Plan, Rock Island Arsenal Plan or the Russian soviet plan of operating industry have appealed to some of the workers in the three grain cleaning machinery factories of this city to such an extent that recently they undertook to run the shops. At one of the plants, for example, three men were discharged because their work was unsatisfactory. This happened some time ago, and outside agitators have

come in since and persuaded many of the men to join the National labor union, after which the agitators called at the office of the company and demanded that the discharged men be reinstated. Similar demands were made on the two other shops. No demand was made for an increase of pay or for shorter hours. It is simply a question of who shall run the shops. Altho a strike has been called a sufficient number of loyal employees remained at work to keep the shops running in a manner and it is thought all orders for machinery can be filled in due course.

W. C. D'ARCY, pres. Associated Advertising Clubs of the World has issued the following statement: "International fair play has been substantially exemplified by the decision of the Supreme Court of Japan on the validity of American trade marks properly registered. Good will in the affairs of men counts for more today—has a higher commercial value—than in any period of history. The acceptance of these fundamental facts by the Japanese tribunal gives the printed declaration of American trade broader scope. The safeguards from forgery and plagiarism on trade marks has great significance in the field of world trade."

### The Closed Shop Controversy.

The United States steel strike, like many others now pending, primarily involves the right of employers to employ whomsoever they will, whether he be a member of the union or not. No citizen of this country should be denied employment because he is not a member of the union.

The grain cleaner manufacturers of Silver Creek are running at part capacity because they refuse to operate their plants according to the closed shop ideas of the labor union dictators. So far the manufacturers have refused to grant any concession along this line. They recognize that the minute they do, they will cease to have control of their factories.

Foreseeing a strike of long duration, the Grain Cleaning Machinery Manufacturers of Silver Creek made the following definite statement of principles. These principles are founded on justice, and fundamental to the successful operation of the several plants, and cannot be changed at the demand of agitators, nor surrendered to outside influences.

Realizing that the welfare of the employees is dependent upon the successful management of the factories, their owners cannot permit the control to be turned over to irresponsible outside influences.

If the factories are to be operated, it can only be under the rule that the individual employer shall engage employees upon the basis of the service to be rendered and paid for, irrespective of whether the employee is Union or Non-Union.

The manufacturers will continue to maintain the most favorable hours and rates of pay that competitive business conditions will warrant. These will be adjusted in accordance with changes in living conditions, but only by arrangement with their own employees. Not through any union.

The workmen of Silver Creek know whether it is to their interest to give allegiance to outside agitators, the result of whose efforts is destruction of the industrial prosperity of Silver Creek, or to the manufacturers who, with the help of the workers, have created this prosperity.

THE BLACKBIRD does more harm than good, to the farmer, it is said. The bulk of its food is grain.

JOHN ROBINSON, of Potter, Kan., who operates an elvtr. and warehouse at Potter and also at Lee Station and Hawthorne, Kan., has had his license revoked for a period of 60 days. It was shown at a hearing before the Cereal Enforcement Division that Mr. Robinson was guilty of unfair and deceptive practice, particularly in giving false information to the U. S. Food Administration, the U. S. Grain Corporation, and the U. S. Wheat Director, regarding his conviction for hoarding flour.

### An Efficient Small Drier.

Drying grain at country points always has the advantage of saving freight on water; and during the present season on account of the car shortage some grain must be dried in the country or not at all, so that a small drier may now be considered regular equipment for the country elevator.

For elevators, seed houses and small mills the drier shown in the engraving herewith is particularly adaptable, as it is of a size for which space can be found at almost any plant.

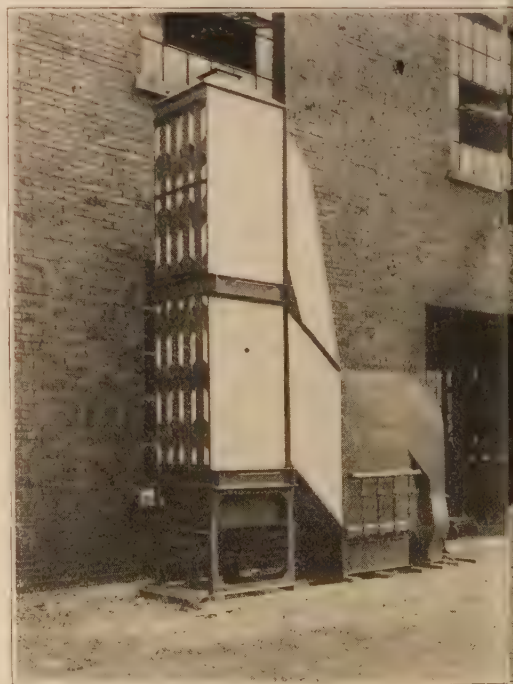
From top to bottom the machine requires only a height of 14 ft. 5½ ins. Its width is 2 ft. 9 ins. and its length 10 ft. 3 ins. With a steam consumption of 5 boiler horse power and 2½ h.p. for driving the fan the capacity is 30 bus. per hour. Its weight is 6,000 lbs. and it needs no special foundation.

The small drier is built of the same substantial material as the larger driers. While temperatures of 200 degrees Fahr. may be employed in this drier without injury to grain, the manufacturers base the capacity on the removal of 7 to 8 per cent of moisture from wheat, corn, oats and rye at a temperature of 180 degrees. Readers of the Journal may obtain additional information on this and larger driers on application to the manufacturers, the Ellis Drier Co.

### Car Shortage Increases With Increased Traffic.

The volume of traffic eastward from Chicago and St. Louis is increasing, according to the railroad officials. There is a fair movement of grain to the seaboard regardless of the congestion of eastern ports. Every effort is being made to expedite the wheat movement and the other grains are given little attention. On most of the roads there is still a shortage and it is growing in proportion to the increase in the volume of traffic.

Freight operations on the various railroads show from 2% less to 24% more for the week ending Sept. 20 than last year for the corresponding week. The Atchison Ry. is handling 14% more grain, the St. Paul Ry., 20% less, the I. C. Ry., a little more, the North-western, 13% less, and the Rock Island 50% more grain than during the corresponding week last year.



Ellis Small Size Drier for Country Elevators.



## Failure to Prove Dockage.

The New Farmers Grain Co. lost its suit in the Supreme Court of South Dakota, Aug. 15, 1919, when the court affirmed a decision of the Circuit Court of Hanson County in favor of John Kuhns, a farmer who was given judgment for \$208.20 alleged to be due on a sale of wheat.

The agreement was that for wheat containing smut and other foreign substances defendant would pay 25 cents per bushel below the price of No. 1 northern. Much of the wheat did contain smut, and the defendant paid \$5,415, which was \$500 less than No. 1 would have been worth. The court allowed plaintiff \$208.20 without making any finding as to the dockage.

Here the defendant blundered in consenting to a trial without a jury, which could have been requested to find the facts on which an appeal could have been based. The court not having found as to dockage, the Supreme Court had nothing to go on. Justices Smith and Polly both dissented from the opinion of the majority of the Supreme Court.—173 N. W. 727.

## George E. Pierce Not Bankrupt.

The financial affairs of George E. Pierce, a prominent grain dealer on the Buffalo Corn Exchange, which were taken up at a meeting of his creditors on Sept. 16, were found to show a large balance on the asset side of his books. Henry J. Turner representing the three banks interested in the case gave out Mr. Pierce's assets to be \$1,005,663, while his liabilities amounted to only \$433,332.

The Hession Tiller & Tractor Co., of Buffalo, of which Mr. Pierce is president, was placed in the hands of the receivers on September 13 on the application of Eugene Falk attorney for the creditors of the company and at the consent of Preston M. Albro attorney for the company. The appointment of Mr. Robert E. Powers as receiver, brings to an end the bankruptcy proceedings which had previously been instituted against Mr. Pierce.

A committee was appointed by the creditors on Sept. 19 to adjust the financial affairs of Mr. Pierce. The com'tee was composed of James M. Carter of the Manufacturers & Traders Nat'l Bank, Roy M. Griffin of the Citizens Com'l Trust Company, Frank Collins of the Buffalo Trust Co. and Charles B. Matthews and George Zimmerman representing the creditors generally.

The Citizens Com'l Trust Co. attached several thousand bushels of oats held in Mr. Pierce's elevators. Following this, printed notices of the expulsion of Mr. Pierce from the Corn Exchange were issued. Incidentally, this is the first member of the Corn Exchange to be expelled since its organization fifteen years ago. This action, however, did not come as a surprise to his creditors, for they had already commenced action against him in the civil courts. According to the printed notices sent to members of the Exchange, Mr. Pierce was expelled for an alleged violation of a specific by-law termed "in regard to irregularity in receipts." Mr. Pierce voluntarily offered to turn over all of his assets both commercial and personal to his creditors.

A suit in replevin against Pierce and his elevator Company A and B was filed and no return made by the defendant. The suit developed into an attachment by Sheriff Bradley of approximately 90,000 bus. oats, valued at \$80,000. Besides the three banks, Pierce has 105 other creditors.

THE CROPS of France are estimated to be poorer than last year's crops. There is a fair crop of winter wheat but it is below the standard of the 1918 crop. The crop of spring wheat this year is of a moderate yield. The maslin, rye, corn, winter and spring barley and winter and spring oats are all of inferior grade as compared with last year's crops.

## Car Distribution Rules Not Yet in Force.

The rules for distribution of cars given below have been adopted by the car service commission at Washington, but have not yet been ordered in force, says the Nebraska State Railroad Commission in its latest monthly bulletin.

For two years the Nebraska Commission has defended against attacks by the railroads on its distribution rules. It failed in its effort to get the Interstate Commerce Commission to adopt those rules for interstate transportation. The federal government, thereafter, adopted uniform rules for distribution of grain cars and based such distribution on the amount of grain in the elevator on Saturday night and offered for shipment the next week. The status of the individual shipper, carefully defined by the Nebraska rules, was left uncertain. For some reason, however, these rules were not ordered into effect, at least in Nebraska, and there is considerable confusion among different railroads and their agents as to proper rules for distribution. In many instances, at least, agents are using their own discretion in framing rules. In many other instances, the Nebraska rules of two years ago are being carefully followed. Following are the rules adopted by the car service commission at Washington but not yet ordered in force:

### FEDERAL RULES APPROVED.

1. Each shipper of grain will advise the carrier's agent each Saturday of the total quantity of grain on hand tendered for rail shipment. The ratio of the quantity so reported by each shipper to the total quantity reported by all shippers shall be the percentage basis for the distribution of available cars at that station during the ensuing week for grain loading.

2. Each shipper of grain shall make written order on the carrier's agent for cars wanted for grain loading, showing the following information:

- Date of order.
- Number of cars wanted (in units of 40 ton cars) and whether for sacked or bulk grain.
- Destinations.
- Date wanted to load.
- Quantity of each kind of grain on hand and conveniently located for prompt loading tendered for rail shipment.
- Name of shipper.

Copies of orders by a shipper located on more than one carrier (steam, electric or water) shall be filed with the agent of each carrier. Such combined orders must not exceed the total grain conveniently located for prompt loading tendered for shipment.

3. Cars will not be furnished in excess of a shipper's ability to load and ship promptly.

4. When a shipper's pro rata share of the available car supply is a fraction of a car, the fraction will be carried to his credit and he will be entitled to car supply on the basis of the aggregate of such fractional credits.

5. The term "prompt loading" as used in these rules, is intended to mean that a car placed for loading not later than 10 a. m. must be loaded and billing instructions tendered before the close of the day on which it is placed, failing which, such car will be charged against the shipper's allotment as an additional empty for each succeeding day held for loading, or for billing instructions.

UNLESS EUROPEAN productivity can be rapidly increased there can be nothing but political, moral and economic chaos, finally interpreting itself in loss of life on a scale hitherto undreamed of, says Herbert Hoover, head of the interallied relief commission, in an analysis of the economic situation in Europe just published in the British National Food Journal. "The entire surplus productivity of the western hemisphere is totally incapable of meeting the present deficiency in European production if it is long continued. Nor could credits be mobilized for this purpose for more than a short period because all credits must necessarily be simply an advance against the return of commodities in exchange, and credits will break down the instant that the return of commodities becomes improbable. Further, if such credits be obtained for more than temporary purposes, it would result in economic slavery of Europe to the western hemisphere and the ultimate end would be war again."

## SEEDBUD QUALITY

(Trade Mark)



### STANDARD GRAIN GRADING EQUIPMENT

The kind the Government Supervision Offices and Terminal Markets use. The kind you must have to be sure of your gradings.

### STANDARD OFFICIAL BROWN-DUVEL MOISTURE TESTER

Special 4-in-1 Scale, Grain Triers, Sample Pans, Dockage Sieves, etc.

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An Elevator  
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## Grain Dealers Journal

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has 6,000 readers who would like to know. Tell them thru a "For Sale & Want" Ad. Costs 25 cents per type line.



## Supreme Court Decisions

**Limitation of Telegraph Co.'s Liability.**—A telegraph company cannot by contract limit its liability as to the amount of damage in a case of gross negligence.—*Pierce Co. v. Western U. Tel. Co.* Supreme Court of New York. 177 N. Y. Supp. 598.

**Negligence in Quoting Price.**—In an action by a merchandise dealer against a commission merchant to recover damages claimed to have been suffered thru negligence of defendant in the dispatch of the cablegram as to the price of an article, the burden of establishing that the cablegram was so negligently worded as to mislead him was upon the plaintiff.—*Rambridge v. Crane.* District Court of Appeal, California. 182 Pac. 779.

**Order of R. R. Administration Invalid.**—Under Federal Railroad Control Act, § 10 (U. S. Comp. St. 1918, § 3115½), authorizing actions to be brought against carriers as provided by law, action could be brought against the carrier in its corporate name, and General Order No. 50 of the Director General, requiring actions to be brought against the Director General, is invalid.—*Franke v. Chicago & N-W. Ry. Co.* Supreme Court of Wisconsin. 173 N. W. 701.

**Arbitration.**—Where an arbitrator proceeds ex parte, without giving the party against whom an award is made any notice of the proceeding under the submission, the award is void, and it is not necessary to show corruption on the part of the arbitrator. A party may relinquish his right to a hearing; but, where no opportunity for a hearing was afforded before an award, such waiver must be made to appear by him who asserts it.—*Curran v. City of Philadelphia.* Supreme Court of Pennsylvania. 107 Atl. 637.

**Warehousemen.**—A warehouseman, in the absence of a special contract to the contrary, is liable directly to the owner, where goods are stored with him by a common carrier as unclaimed freight, where he redelivers the wrong goods by mistake. Where the wrong goods have been delivered by mistake by a warehouseman upon demand by the owner, a liability attaches, without regard to the question of care exercised with reference to the delivery.—*Strong v. Security Storage & Warehouse Co.* Supreme Court of New York. 177 N. Y. Supp. 591.

**Agent Guaranteeing Accounts Entitled to 30 Per Cent Commission.**—Sales agent for cereal manufacturers, as to a stock of goods kept in a particular city, from which sales were made, held a factor, while as to shipments made from another point where the manufacturer's mill was located he was a broker, having been in both classes of transactions an agent acting on a del credere commission, since he guaranteed all accounts. The weight of authority is that a broker selling goods on a del credere commis-

sion stands in the relation of an original debtor to his principal.—*O. E. Fletcher v. Fischer Flouring Mills.* Supreme Court of Oregon. 182 Pac. 822.

**Factors and Brokers.**—"A factor is one whose business it is to receive and sell goods for a commission. He differs from a broker in that he is intrusted with the possession of the goods to be sold, and usually sells in his own name. He is invested by law with a special property in the goods to be sold and a general lien upon them, and their proceeds, for his advances; and, unless there be an agreement or usage to the contrary, he may sell upon a reasonable credit. One may be both a factor and a broker, and he may serve his employers in both of these capacities. When he acts as a broker, his liabilities will be governed by the law applicable thereto; and the same is true when he acts as a factor. His rights and liabilities are not governed by the fact that he acts oftener in one capacity than the other, but rather in the capacity in which he acts in the particular transaction."—From *Mechem on Agency* (2d Ed.) Sec. 2497.

## Dinner for Shippers.

It has been the custom for a number of years on the occasion of the Wisconsin State Fair for the W. M. Bell Company to give a dinner to the visiting grain shippers in Milwaukee. This year the company gave its dinner in the Red Room of the Plankinton Hotel.

Twenty-five grain men were present when the opening talk was given by Mr. Bell. A number of interesting subjects connected with the operation of the grain business were threshed out, and altho the dinner started at 6:30 the guests became so enthused with the discussions, in which all were interested and took an active part, that the adjournment did not take place until a late hour.

The evening was well spent, and fun was not lacking as you can judge from the photograph reproduced herewith.

Those present were: Chas. Nummerdor, Waupun, Wis.; L. Ploetz, Prairie du Sac, Wis.; R. L. Morrell, Chicago; L. Laun, Elkhart Lake, Wis.; Ben Farness, De Forest; T. H. Cochrane, Portage, Wis.; Carl Porter, Fox Lake, Wis.; T. H. Mair, Morrisonville, Wis.; H. P. Ratzlow, Tiffany, Wis.; Earl Gillespie, Grand Marsh, Wis.; Adolph Peters, Brooks, Wis.; Colby Porter, Jr., C. S. Porter, Fox Lake, Wis.; Geo. Gray, Kilbourne, Wis.; Jack Cochrane, Portage, Wis.; Henry Menger, Alton, Wis.; Eugene Foley, Clinton, Wis.; Mr. Prohaska, Adams, Wis.; Walter Uebele, Burlington, Wis. Those from the Bell Company were W. M. Bell, W. A. Hottensen, R. G. Bell, M. H. Kleser and F. B. Bell.

HEMP EXPORTS from the Philippine Islands were 372,372,829 lbs. in 1918; compared with 372,757,448 lbs. in 1917.

## Grain Carriers

THE EWART GRAIN Co., of Lincoln, Neb., has filed a claim against the Burlington R. R. for discrimination in grain rates out of Lincoln.

THE CLAIM of the T. B. Hord Grain Co., of Central City, Neb., against the Union Pacific for arbitrary deduction on a carload of grain, has been settled.

CONSOLIDATION of the three existing classes of freight was recommended Sept. 23, to the director general of railroads, by the Interstate Commerce Commission. For nearly thirty years there has been considerable agitation for a uniform classification.

THE FARMERS UNION Co-op. Ass'n of Hay Springs, Neb., which recently filed a claim for loss of shelled grain thru leakage in transit against the North Western, has received satisfactory reimbursement and the claim has been dismissed.

FOR LOSS in the value of grain, caused by delayed delivery, the E. B. Conover Grain Co. of Springfield, Ill. was given judgment for \$4,000 in two damage suits brought against W. G. McAdoo, director general of the railroads, and operator of the C., B. & Q. railroad.

THE EARLY & DANIEL Co., of Cincinnati, has filed six suits in the Superior Court seeking to recover a total of \$6,815.59 from different railroads, for refunds of freight charges because of alleged delay in transportation, loss of weight in transportation, and losses by leakage in transit.

CLAIMS against the railroad administration for loss and damage to freight were reduced from \$806,707 on April 1 to \$519,316 on Aug. 1, Director General Hines recently announced. The decrease was most noticeable in claims pending four months or more, being 60 per cent, as compared with 35 per cent for all claims.

THE FOURTH LOCK of the St. Mary's Falls Canal, connecting Lake Superior with the lower lakes was formally thrown open Sept. 17 to lake steamers. The new lock, the longest in the world, has been four years in construction and is a quarter of a mile in length, 80 feet wide and has a least depth of 24½ feet. The fall from Superior to the lower St. Mary's river ranges from 17 to 21 feet.

FORMER AGT. U. S. Food Administration, Vidian Vye, must stand trial in Brown County, Minn., on a charge that he dealt unjustly with alleged food hoarders.



Dinner to Grain Shippers at Wisconsin State Fair.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission carriers have made the following changes in rates:

**U. S. R. R. Administration** in Sup. 17 to 1-N of Western Freight Tariff Buro gives rules, regulations and exceptions to Classifications, effective Oct. 8.

**C. & E. I.** in Sup. 2 to tariff 7725-B gives the joint rates on grain from stations on the C. & E. I. R. R. to points in Ind., Mich., and Ohio, effective Oct. 15.

**C. & E. I.** in Sup. 1 to tariff 8625-C gives joint rates on grain and grain products from stations on the C. & E. I. R. R. to points in Ala., Ark., Fla., La., Miss., and Tenn. It becomes effective Sept. 16.

**Pennsylvania R. R.** in Sup. 6 to I. C. C. F 89 gives bases for freight rates to stations named in Ill., Ind., Ia. (eastern part), Ky. (northern part), Mich. (lower part), Mo. (eastern part), N. Y. (western part), O., Pa. (western part), W. Va. (western part), Wis. (eastern part), reached by Penn. R. R.-Western Lines and its connections, effective Oct. 1.

**C. R. I. & P. R. R.** in 13207-G gives joint proportional rates on grain, grain products and seeds from Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, South Omaha, Nebr., and St. Joseph, Mo., to stations in Ill., Ind., Ia., Mich., and Wis., on connecting lines, effective Oct. 27.

**U. S. Railroad Administration** in Sup. 23 to tariff 20-j names local and joint terminal charges, rules and regulations from or to points within the Chicago district named on pages 4 to 6, inclusive, of tariff on out-bound and in-bound freight traffic, also gives rules governing intermediate service on freight traffic passing thru the Chicago district becomes effective Oct. 22, 1919.

**C. & E. I.** in Sup. 2 to tariff 8650 gives joint and proportional domestic and export rates on

grain, grain products and grain by-products, cottonseed, cotton seed ashes, and cotton seed hull bran from stations on the C. & E. I. R. R. to points in Conn., Del., Dist. of Columbia, Me., Md., Mass., N. H., N. J., N. Y., O., Pa., R. I., Va., W. Va., and points in Canada, effective Oct. 15.

**C. & E. I.** in Sup. 7 to tariff 622-E gives local joint and proportional rates on grain, grain products and grain by-products also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds (flax, Hungarian and millet) and red top seed chaff from stations on the C. & E. I. R. R. to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., O., and Wis., effective Oct. 15.

**C. & E. I. R. R.** in Sup. 6 to 622-E gives local, joint and proportional rates on grain, grain products and grain by-products also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds and red top seed chaff from stations on the C. & E. I. R. R. also from Cairo, Ill. (via M. & O. R. R.), Joliet, Ill. (via E. J. & E. R. R.), and Mokena Transfer, Ill. (via C. M. & G. R. R.) to points in Ill., Ia., Ind., Ky., Mich., Minn., Mo., O., Pa., and Wis., effective Oct. 13.

**C. R. I. & P. R. R.** in 10389-E gives local, joint and proportional rates on grain, grain products and seeds between St. Louis, Mo., East St. Louis, Alton, Quincy, Ill., Hannibal, Mo., and stations in Ill., Ia., Minn., Mo., S. D., Armourdale (Kansas City, Kan.), Atchison and Leavenworth, Kan., also on grain and grain products from stations in Ia., Minn., and S. D., to Cairo, Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined to southeastern and Carolina territories, effective Oct. 27.

**U. S. R. R. Administration** in Sup. 4 to 5655-X gives joint and proportional freight tariff on grain and grain products, car loads, from points in Mo., Kan., Col. (east of Col. Common Points); Okla., and Superior, Neb., to Galveston, Tex., Port Bolivar and Texas City, Tex.; also from points in Okla. to Beaumont, Orange and Port Arthur, Tex., when for export to Cuba, C. Z., P. I., P. R., Cent. and South Amer., Jamaica, Mexican Gulf ports, and foreign countries, effective Oct. 5.

**C. R. I. & P. R. R.** in 29329-C gives the local

joint and proportional rates on grain, grain products and seeds between Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., South Omaha, Neb., Sugar Creek, Mo., and stations in Ia., Kan., Mo., and Neb., on C. R. I. & P. R. R., C. B. & Q. R. R., M. P. R. R. and M. P. R. R. in Neb. and stations in Ill., Ind., Ia., Minn., Mo., S. D., and Wis., effective Oct. 27.

### The Metric System Before House.

The Metric System bill, now before the house com'ite on coinage, weights and measures, is of great interest to every dealer and manufacturer of grain products because of the proposed uniformity in package weights. Members of the Legislative Com'ite of the Millers Nat'l Federation, A. P. Husband, sec'y of the federation; representatives of the American Specialties Manufacturing Ass'n, the American Corn Millers Federation, the American Ass'n of Manufacturers of Products from Corn, the Southern Wholesale Grocers Ass'n, and of the Feed Manufacturers appeared before the com'ite in charge on Sept. 19.

Opposition against the bill as it now stands was advanced by the American Ass'n of Manufacturers of Products from Corn. Another hearing will be held Oct. 3 when this or any other ass'n opposed to the measure may be heard.

Undoubtedly the manufacturers of cereals marketed in packages will be put to a disadvantage if the standard sizes of their packages are changed for they will probably have to change their machinery accordingly, therefore the exemption of all packages of less than 5 pounds will be to their advantage. Chas. W. Dunn of the Postum Cereal Co. and Robt. Clark of the Aunt Jemima Mills Co. emphasized the necessity of exempting all packages of less than 5 pounds. The latter estimated that it would cost his company alone \$150,000 to \$200,000 to make the change.

## TEST YOUR GRAIN

WITH AN  
**OFFICIAL BROWN-DUVEL Moisture Tester**

1 Flask.....	\$25.00		For
2 Flask.....	40.00	less a	Electricity
4 Flask.....	65.00	discount	Alcohol
6 Flask.....	90.00		or Gas

This Tester conforms exactly to government requirements

We supply also Dockage Sieves, Scales, Grain Testers and all other apparatus used in grain inspection and grading.

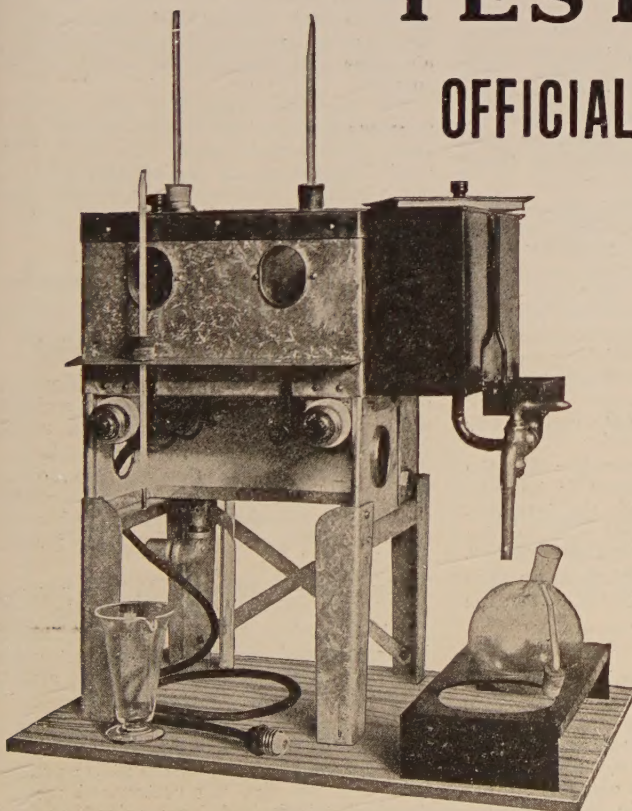
## Get Ready for Drying HESS DRIERS and CONDITIONERS

Insure you against loss from moisture and heating grain

Used Everywhere

## Hess Warming & Ventilating Co.

907 Tacoma Bldg., Chicago





## Feedstuffs

THE AMERICAN Milling Co. is enlarging its plant and has about half completed the work.

E. J. CRANE, of Chippewa Falls, Wis., has let the contract for equipping his feed mill now being erected, to Sprout, Waldron & Co.

THE BLATCHFORD Calf Meal Co. of Canada has been incorporated with a capital stock of \$75,000. The head office will be at Toronto, Ont.

MEMPHIS, TENN.—We have just completed the construction of two concrete storage tanks of 35,000 bu. capacity and we are also building an up to date feed plant which we expect to have completed within the next 3 weeks.—Mississippi Elvtr. Co.

MINNEAPOLIS, MINN.—The Lyons-Kuehn Co. will conduct a feed and flour business here. The company has been incorporated with \$100,000 capital, and Frank L. Lyons, Wm. R. Kuehn, Pearl B. Lyons and Hattie C. Kuehn are interested.

MINNEAPOLIS, MINN.—Receipts of millstuffs in August were 6,924 tons, compared with 1,655 for August, 1918. Shipments were: millstuffs, 64,709 tons; oil cake, 23,525,105 lbs., compared with 67,885 tons, and 12,780,689 lbs., respectively, for August of the preceding year.

PEORIA, ILL.—The U. S. Food Products Corporation is building a feed plant here, that will have a daily capacity of 300 tons, to manufacture mixed feeds. The plant is expected to be finished in 60 days. The company has succeeded The Atlas Feed & Milling Co.

THE J. H. MURPHY FEED CO. of Milwaukee, Wis., suffered a loss of approximately \$2,500 when a freight car was derailed and crashed into the side of its office building for a second time within a month. The scaffolding of the first repair job was still in place when the accident repeated itself.

AT A MEETING of the American Feed Manufacturers' Ass'n recently held in Chicago, the following new companies were elected to membership: Shellabarger Elvtr. Co., Decatur, Ill.; Portland Flouring Mills Co., Portland, Ore.; Grenada Feed Milling Co., Grenada, Miss., and the Avondale Alfalfa Milling Co., Crowley, Colo. L. F. Brown, sec'y, sent a letter to William B. Colver, Chairman of the Federal Trade Commission, Washington, D. C., stating that the ass'n would lend all aid in the investigation of the mixed feed industry, under Senate resolution No. 140. The letter says: "At the regular monthly meeting of the Executive Com'te of this Ass'n, announcement was made of the adoption of Senate Resolution No. 140, authorizing your honorable body to investigate the mixed feed industry. At said Executive Com'te meeting I was directed to advise you that this Ass'n is not only ready and willing, but is desirous of offering all possible assistance in such investigation and that the facilities of this office and of this Ass'n are at your disposal."

### Fibre Digestibility.

There is a legal battle on in the state of Washington over the amount of fibre a cow can digest. The feed men have been compelled to ask the courts for an order restraining the Attorney General, Commissioner and prosecuting attorney from limiting the amount of fibre in cattle feed to 10%. Feed men claim that unless they use more than 10% fibre they will have to use grains and millstuffs having too much fat.

When we remember that cattle thrive best upon the hay of the legumes and that alfalfa hay has 39% fibre, Crimson Clover 38% and Timothy Hay 45%, the fear of excessive fibre in the concentrates, seems ridiculous.

### Feedstuffs Legislative Fallacies

Congress has before it a bill which threatens to throttle the big and important industry of preparing grains and cereals for animal feeding, and seems to be oblivious of the conditions surrounding this branch of business.

Historically, we might say, that with the growth of the animal industry in the United States, wise men in the elevator and milling industries observed that no one cereal or grain was a complete and suitable feed for any farm or city animal. All grains had to be mixed with other grains or roughage to make a suitable compound to produce the best results. And, as most of these men had come from the farm they had looked back and observed that farmers were loth to attend to many little details and especially lax in following specific directions. Thus it was planned to mix and prepare the bran, shorts, middlings and cereal feeds; yes, even to grind other grains and add them to the compound to make a proper balanced ration, so all the feeder had to do was to place it before the animal.

In doing this they called in scientific experts and men experienced in feeding to make certain that they could prove to the prospective customer that he would make more profit by using their mixtures than he could by mixing and feeding the grains grown by himself.

This business had hardly started, when the Department of Agriculture, apparently assuming that all men were crooks, felt called upon to exploit the difference in price between the grain on the farm and the cost of these feed mixtures. They never, for one moment, stopped to see if the farmer was getting better results. Instead of suggesting to the farmer how to make tests to determine the merits of the feedstuffs, they sought remote cases of poor mixtures and upon them built their arguments for Government supervision of animal feedstuffs. The latest move in this direction being the bill fathered by the House Committee on Agriculture and known as the Haugen Bill.

While it must be admitted that there are some men in our country who might take advantage of a farmer and compound a feed that would not be all that was specifically claimed for it; the large well known manufacturers could not afford to stoop to such methods, they have too much at stake. The fact is that no firm doing much business could long exist, unless its products fulfilled all of its claims. Competitors would soon find out such deficiencies and would exploit them to their own advantage.

But our officials, overlooking this fundamental condition, have boosted their own importance by emphasizing the singular cases of manufacturers mistakes and the occasional one-day-stand crook. They, therefore, want authority to control and govern a business that has been built up by some of the best brains in the country; and this supervision to be in the hands of college graduates with limited business experience—men who seek such positions because of the autocratic power which goes with the office.

In business, it is a well-known law that the employe who is worth the most is he who does his work thoroughly with the least supervision. Expanded, the same rule applies to business firms or corporations and the administration or set of men that seeks to gain individual merit by obtaining power to throttle business, cannot long endure.

THE WELLS-OSSEN CO., of De Pere, Wis., recently organized, is now doing business in the A. G. Wells plant during the completion of their elvtr. now under construction. The new elvtr. is to be of concrete and will be fire proof, will have a bin capacity of 15 carloads and is to be used in the manufacture of dairy, stock and poultry feeds. Hugo S. Wells is pres., C. A. Osen, vice. pres., and genl. mgr., R. H. Osen, sec'y of the company.

### Insurance Notes.

THE UNDERWRITERS have formed an exploration conference with 72 companies as members. The chairman is Geo. H. Tryon of the National of Hartford, and the sec'y is J. Carl Vance. H. S. Poole of the Home Insurance Co. is chairman of the rates and rules com'te.

THE "AERO" fire alarm which is being pushed by the manufacturer at present consists of a copper tube about one-sixteenth of an inch in diameter strung like a wire wherever fire may start. Heat expands the air in the tube, and the air acts on a diaphragm which closes an electric circuit and rings a bell. The system responds only to sudden increases in pressure due to fire, as a minute opening near the diaphragm keeps the air in the tube at atmospheric pressure.

### Insurance Officials Meet at Western Office.

The officers and directors of the Grain Dealers National Mutual Fire Insurance Co., which has its headquarters at Indianapolis, Ind., held their fall meeting at the western office in the Keeline Bldg., Omaha, for the purpose of learning of the work of the western offices and the opportunities in the western field.

At present the western office of the company looks after the grain elevator business of the company in territory west of the Mississippi River and east of the Rockies, Montana excepted. Figures compiled by C. R. McCotter, Western Manager, disclose the fact that the company has over \$30,000,000 at risk in that territory at present, while their policies in force in the entire country aggregate nearly \$70,000,000.

In the western territory the company has insurance on elevator buildings now in force amounting to over \$10,000,000; on grain over \$14,000,000. Tornado insurance on grain elevators \$5,500,000 and on automobiles \$1,500,000. The annual business of the western office now exceeds \$310,000, and the insurance written for the grain dealers at an annual saving of about \$127,000.

Various problems involved in the equitable rating, actual reading and the correction of fire hazards in connection with country grain elevators was discussed at length by the inspectors.

The directors were well pleased with their progress being made in the western territory and all returned home convinced that their work being done for the country grain elevator operators insures even a greater increase in the volume of business, as well as a reduction in the rate.

### Misbranding and Adulteration.

Under the Food and Drugs act the following have been recently prosecuted in the U. S. District Courts:

The Monroe Cotton Oil Co., Monroe, La., pleaded guilty to a charge of adulterating and misbranding cottonseed meal and a fine of \$100 was imposed.

The Producers' Cotton Oil Co., of Yazoo City, Miss., entered a plea of nolo contendere to the charge of misbranding and adulterating cottonseed meal. A fine of \$25 and costs was imposed.

The Dixie Cotton Oil Mill, a corporation, of Little Rock, Ark., pleaded guilty and was fined \$50 and costs on a charge of misbranding cottonseed meal. The product contained less protein and less fat and more crude fibre than was specified upon the label.

The American Cotton Oil Co., New York, N. Y., because of misbranding cottonseed meal that contained less than 36% protein and less than 100 lbs. net cottonseed meal. The product, which had been seized at Norway, Me., was released upon payment of costs of the proceedings and the execution of a \$3,000 bond.



## Only One Way

to keep your business messages private and that is by using a grain code.

In selecting a code, you should avoid buying one so large you can't find what you want, or so small it don't cover the business.

## Universal Grain Code

Is just the code you need; a small book, 150 pages, containing 14,910 words covering your line of business and no two spelled near enough alike to cause an error. Three or four of these words will convey a long message that you would otherwise hesitate to send for fear of going into bankruptcy and no one would know their meaning without the code.

The price is only \$3.00.

Code words for the new U. S. wheat and corn grades are included.

**GRAIN DEALERS JOURNAL**  
305 So. La Salle Street, Chicago, Ill.

## If you have a good thing

Tell the Grain Dealers—  
They'll do the rest—

Advertising is the quickest and best way—but it must be the right kind of advertising.

If you have spent your good money without satisfactory results, it's a case of wrong article or wrong advertising.

The easiest, most direct, most popular and most effective way to the grain dealer is The Grain Dealers Journal route.

Try it.

## Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$3.25

**GRAIN DEALERS JOURNAL**  
315 So. La Salle Street CHICAGO, ILL.

INCORPORATED 1877

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Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$48,050,335.36 Cash Surplus \$655,363.13  
H. B. SPARKS, President G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois  
SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

## \$32,000 Loss on Grain; \$35,000 Insurance

These are the figures in a recent elevator loss, where the owner handled his insurance account the "Grain Dealers' Way."  
Cause of fire is "Unknown." Elevator shut down at noon; fire broke out in detached cob house at 8:30 P. M. Gasoline power; engine in detached concrete building. Neither power house or power was damaged.  
Insure your grain the "Grain Dealers' Way." Make frequent inspection of cob and dust houses.

C. R. McCOTTER  
Western Manager  
Omaha, Nebraska



C. A. McCOTTER  
Secretary  
Indianapolis, Ind.

Organized 1902

## TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO.

LUVERNE, MINN.

Average Premium Return for 16 Years, 50% of the Deposit Premium.  
Try our plan for Short Term Grain Insurance  
E. H. MORELAND, Secretary

## THE RECORDS

OF THE

## Flour Mill and Grain Elevator Mutual Insurance Companies

show that 80% of all fires in Mills and Elevators start in elevators. The installation of an automatic feeding device which will positively prevent an elevator choking from over-feeding and an automatic relief which will prevent an elevator choking from bin getting full or spout choking, will annually save millions of dollars in fire loss and add at least 50% to efficiency of any stand of grain elevators. These devices are perfected and are available for mill and elevator owners, are very inexpensive and absolutely practical. Full particulars will be furnished, free of charge, by this office, on request.

## Mutual Fire Prevention Bureau

OXFORD, MICHIGAN

## A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain trade's accepted medium for "wanted" and "for sale" ads.

## WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE COMPANY

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